US Army Corps of Engineers®

SPECIAL PUBLIC NOTICE

PUBLIC SCOPING MEETINGS for the San Pedro Waterfront and Promenade Master Development Plan from *Bridge to Breakwater Project* and Transmittal of Notice of Preparation (NOP)/Notice of Intent (NOI) of the Preparation of a Draft Environmental Impact Statement/Environmental Impact Report

Meeting Dates: September 15, 2005
September 29, 2005
October 11, 2005

LOS ANGELES DISTRICT

Scoping Meetings

The U.S. Army Corps of Engineers (Corps) (Los Angeles District) and the Los Angeles Harbor Department (LAHD) will jointly conduct a public scoping meeting for the proposed From Bridge to Breakwater Master Development Plan for the San Pedro Waterfront and Promenade Project - Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to receive public comment and assess public concerns regarding the appropriate scope and preparation of the Draft EIS/EIR. Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons are encouraged. This meeting will be conducted in both English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting will be held:

October 11, 2005
6:00 p.m. – 8:30 p.m.
Los Angeles Harbor Hotel
601 South Palos Verdes Street
San Pedro, CA 90731

Separately, LAHD will be hosting two additional CEQA focused scoping meetings:

September 15, 2005
6:00 p.m. – 8:30 p.m.
Ports O' Call Restaurant
Berth 76
San Pedro, CA 90731

September 29, 2005
6:00 p.m. – 8:30 p.m.
Ports O' Call Restaurant
Berth 76
San Pedro, CA 90731

Please see the attached map, Figure 1, for the locations of the public scoping meetings.

This scoping process is intended to provide the Corps and LAHD with information the public feels is necessary to establish the appropriate scope for preparing the environmental analysis in the proposed future EIS/EIR. Please submit your comments, concerns, mitigation measures, suggestions for project alternatives, and any other pertinent information that may enable us to prepare a comprehensive and meaningful EIS/EIR for the project. The Corps and LAHD are not yet requesting public input on the merits or detriments of the overall proposal, or advice on whether or not to approve or deny the proposal. There will be future opportunity to provide these types of comments during the permit review and project approval process.

During the public scoping hearing, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed project. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. At this time, we estimate that individuals will be given 3 minutes to provide their comments verbally. We would like to encourage interest groups to designate an official spokesperson to present the group's views. We will allocate a larger amount of time to official representatives of such groups upon request.

Groups wishing to designate an official representative must notify the Corps in writing prior to, but no later than October 4, 2005. The determination of this extended speaking time will be based on the number of responses received by the Corps. This rule will be strictly enforced at the discretion of the Corps' hearing officer.

Written and email comments to the Corps and LAHD will be received until **October 28, 2005. Written comments should be sent to the address below**:

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Branch and the Los Angeles Harbor Department
c/o Dr. Joshua Burnam and Dr. Ralph G. Appy
915 Wilshire
Los Angeles, California 90017-3401

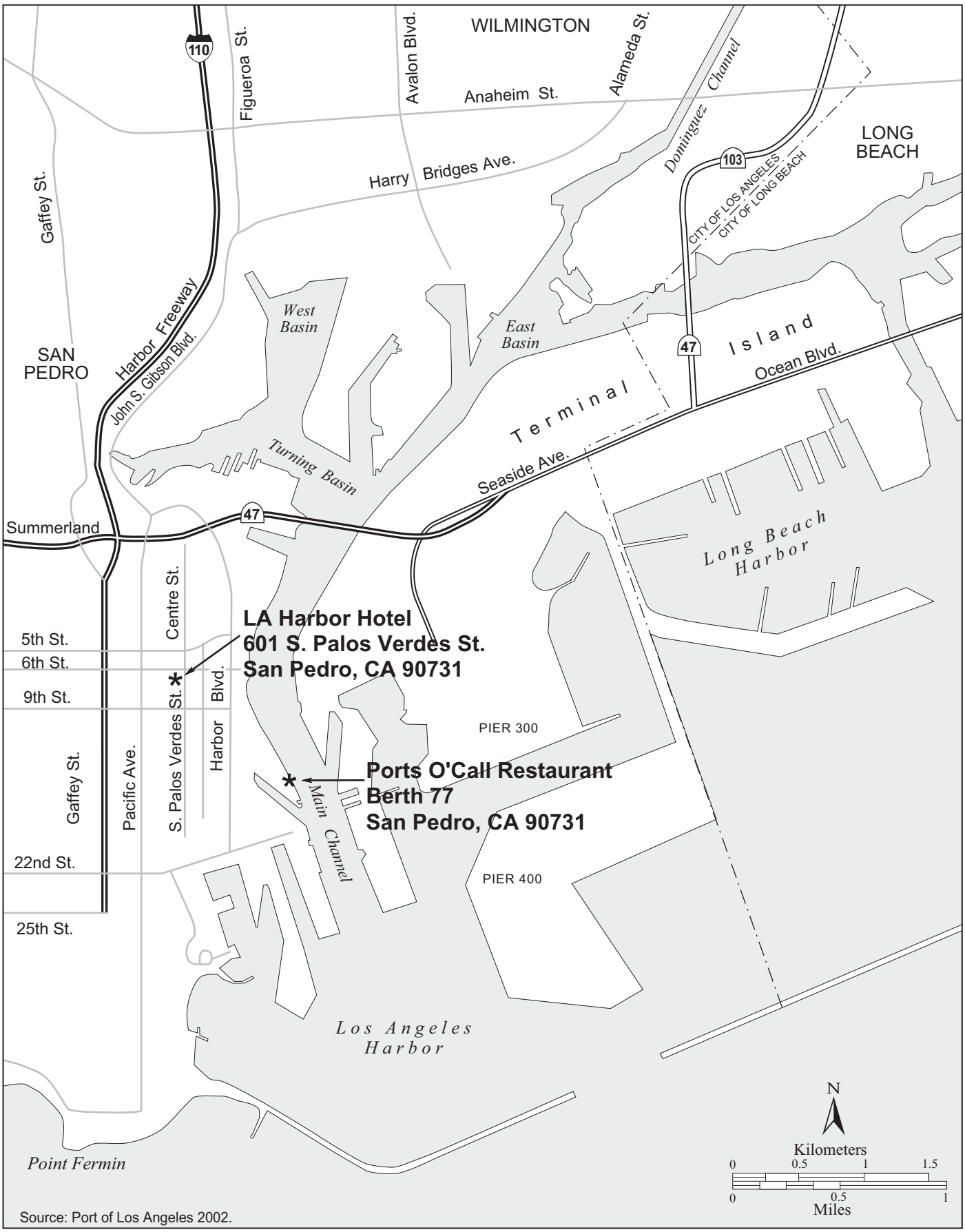

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Figure 1
Scoping Meeting Locations

Email comments should be sent to both <ceqacomments@portla.org> and <Joshua.L.Burnam@usace.army.mil>. Please send comments in letter format as an attachment to the email. Comment letters should include the commenter's mailing address and the project title "Bridge to Breakwater" in the email subject line.

Parties interested in being added to the Corps' electronic mail notification list for LAHD can register at: <www.spl.usace.army.mil/regulatory/register.html>. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices. Project information provided by LAHD can be found at the following websites: <www.sanpedrowaterfront.com> and <www.portoflosangeles.org/environment_pn.htm>, and the From Bridge to Breakwater Information Center, located at the Brown Bros. Building, 455 S. 6th Street San Pedro, CA 90731. The From Bridge to Breakwater Information Center is open to the public every Tuesday, Thursday, and Friday from 11:30 a.m. – 6:30 p.m. For more information about the Information Center, please call (310) 732-3567.

Contacts

Army Corps of Engineers Project Manager: Joshua L. Burnam, (213) 452-3294, <Joshua.L.Burnam@usace.army.mil>

Port of Los Angeles Project Manager: Jan Green Rebstock, (310) 732-3949, <jgreenrebstock@portla.org>

Notice of Intent/Notice of Preparation

Interested parties are hereby notified that a preliminary application has been received for a Corps permit for the activity described herein. The Corps is considering LAHD's application for a permit under the Clean Water Act Section 404 and the Rivers and the Harbors Act Section 10 to conduct dredge and fill activities associated with the proposed project. Interested parties are invited to provide their views on the scope of the Draft EIS/EIR, which will become a part of the record and will be considered in the development of the EIS/EIR. This EIS/EIR will be used as part of a permit decision pursuant to Section 10 of the Rivers and Harbors Act of March 3, 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344).

The Corps, in conjunction with LAHD, is examining the feasibility of waterfront improvements and new development opportunities in the Port of Los Angeles. Both the Corps and LAHD independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, that there are potential significant environmental impacts associated with the proposed action, and that an EIS and an EIR are required.

The primary federal concern is the dredging and discharging of materials within waters of the United States and potential significant impacts on the physical environment. Such dredging and discharge activities require a Corps permit pursuant to the Clean Water Act Section 404. Therefore, in accordance with NEPA, the Corps is requiring the preparation of an EIS prior to reaching a permit decision. The Corps may ultimately make a determination to permit or deny the project, or permit modified versions of the project. The Corps has prepared and published a Notice of Intent (NOI) to prepare an EIS in the Federal Register for the proposed project.

Pursuant to CEQA, LAHD will serve as Lead Agency for the preparation of an EIR for its consideration of development approvals within its jurisdiction. LAHD prepared a Notice of Preparation (NOP) for the EIR determination in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act of the 1970, Article I; the State CEQA Guideline, Title 14, California Code of Regulations; and the California Public Resources Code Section 21000, et seq.

The NOP and Environmental Checklist are attached to this public notice for public review and comment. Public comments should be submitted by October 28, 2005, to the address shown on page 3 of this notice.

The Corps and LAHD have agreed to jointly prepare a Draft EIS/EIR in order to optimize efficiency and avoid duplication. The Draft EIS/EIR is intended to be sufficient in scope to address both the federal and the state and local requirements and environmental issues concerning the proposed activities and permit approvals. The joint Lead Agencies expect the Draft EIS/EIR will be available to the public in June 2006. Public hearings will be held during the public comment period for the Draft EIS/EIR.

Supplementary Information

An overview of the proposed project and a description of project components that require review under NEPA and CEQA are provided below, followed by a summary of key issues and alternatives that will be evaluated in the EIS/EIR.

1. Project Overview

The City of Los Angeles Harbor Department (LAHD) administers the Port of Los Angeles (Port). The Port comprises 28 miles of waterfront and 7,500 acres of land and water. LAHD administers automobile, container, omni, lumber, cruise ship, and liquid and dry bulk terminals, and commercial fishing facilities. For recreational activities, the Port provides slips for 5,000 pleasure craft, sport fishing boats, and charter vessels. Community facilities include a waterfront youth center, a boat launch ramp, and a public swimming beach. Educational facilities include the Cabrillo Aquarium and the Maritime Museum.

The EIS/EIR will assess a master development plan for specific development projects and associated infrastructure improvements for approximately 418 acres, from the Vincent Thomas Bridge to the federal breakwater within the property of the City of Los Angeles, Harbor Department (see Figure 2). The proposed project would be developed over multiple phases throughout the next approximately 30 years. The EIS/EIR will analyze the master development plan at a programmatic (general overview) level to focus on the cumulative impacts associated with the entire proposed plan. Where information is available, project elements proposed during Phase 1 (Years 1–5) and Phase 2 (Years 6–10) will be studied at a project-specific level of detail. Project elements proposed for construction in Phase 3 (Years 11+) of the master development plan and other project elements for which data are not available will require an additional CEQA and NEPA evaluation, where appropriate, before construction could occur. Figures 3, 4, and 5 illustrate the project elements in each phase. Figure 6 illustrates the different districts that are created within the master development plan.

Legend

Open Space | Existing Building | New Development (building) | Potential Development Parcel | Beaches | Promenade

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Source: EEK/Gafcon 2005

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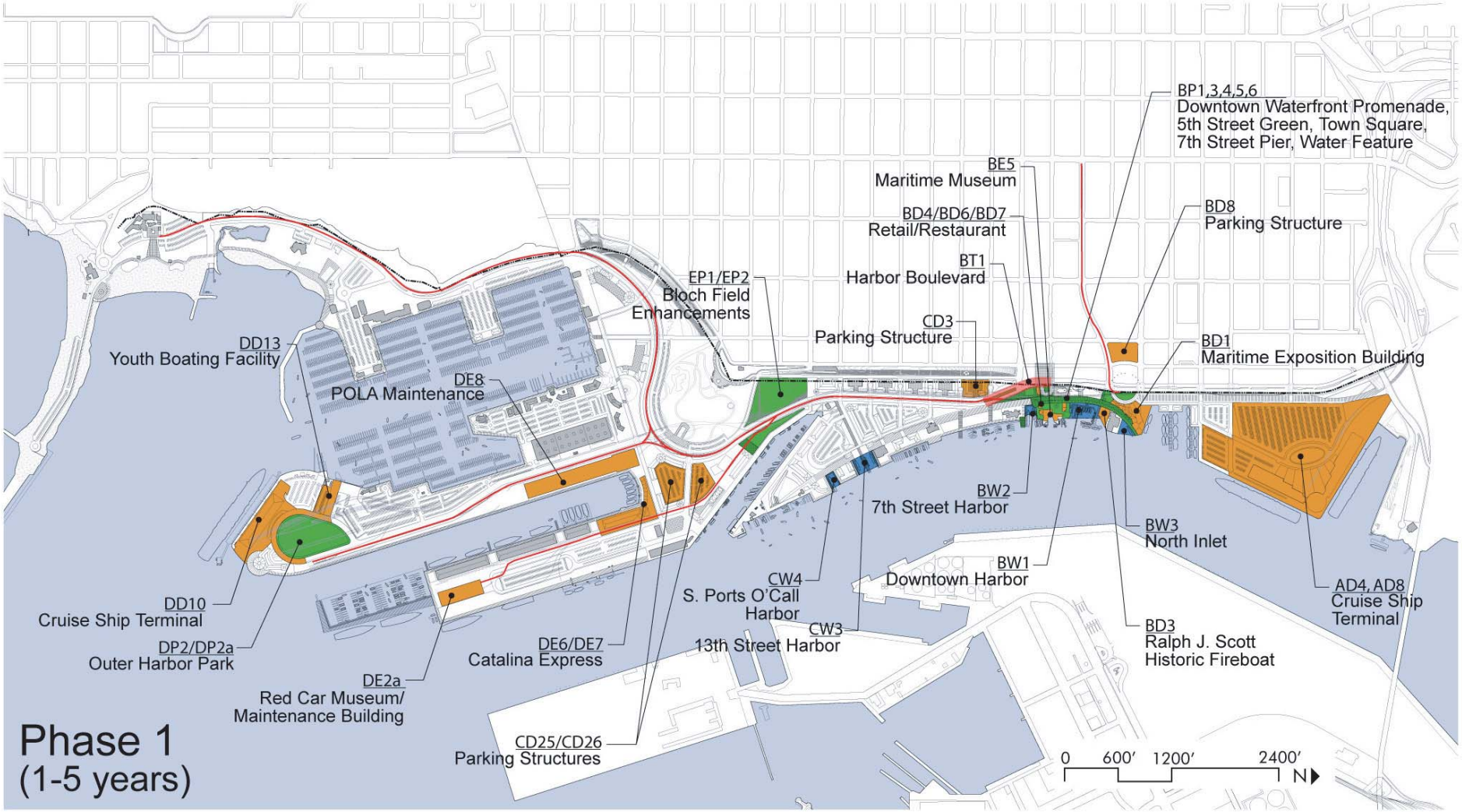
Figure 2

From Bridge to Breakwater Master Development Plan for the San Pedro Waterfront and Promenade



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Source: EEK/Gafcon 2005

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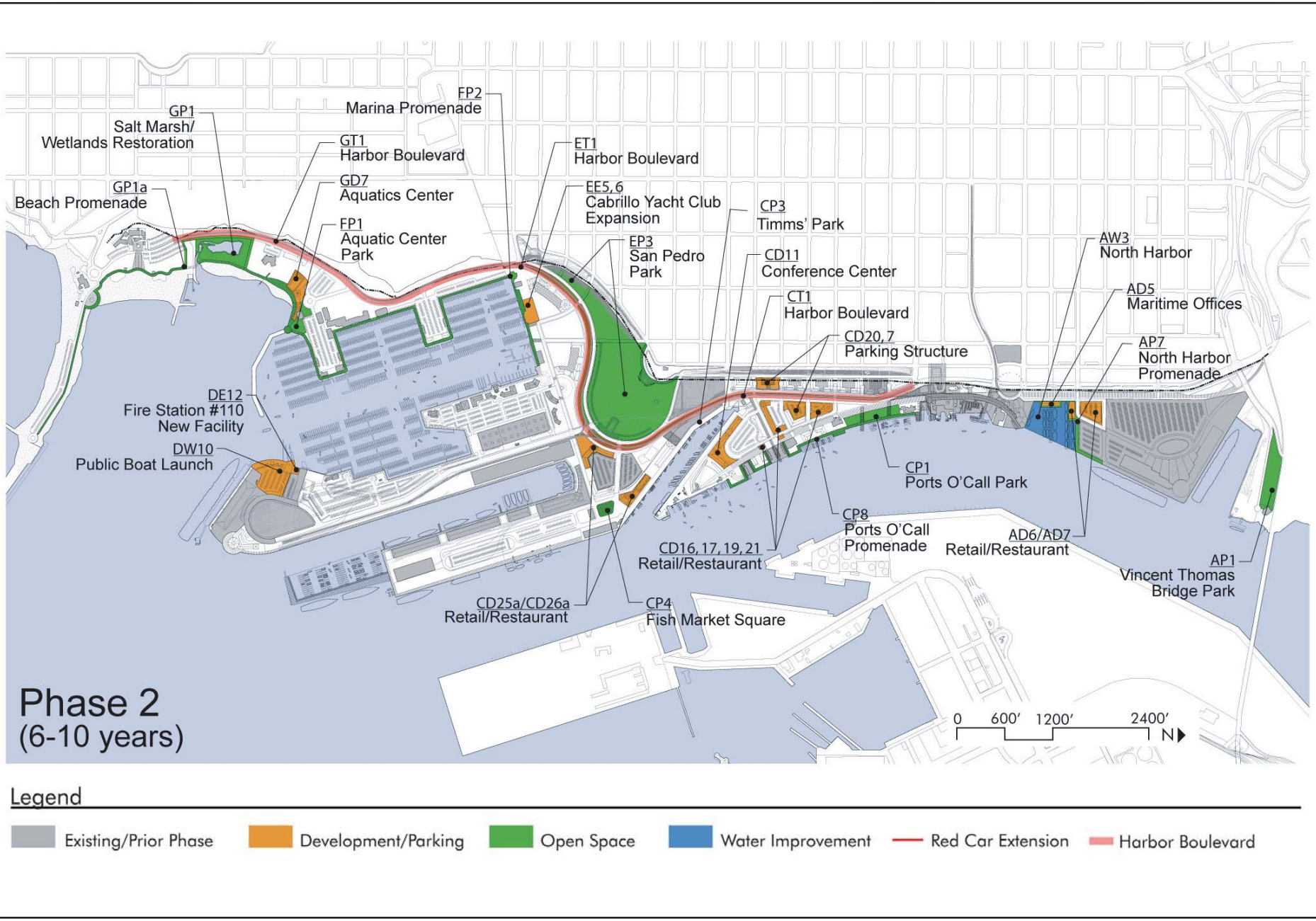
Figure 3
Phase I Project Elements (Years 1-5)



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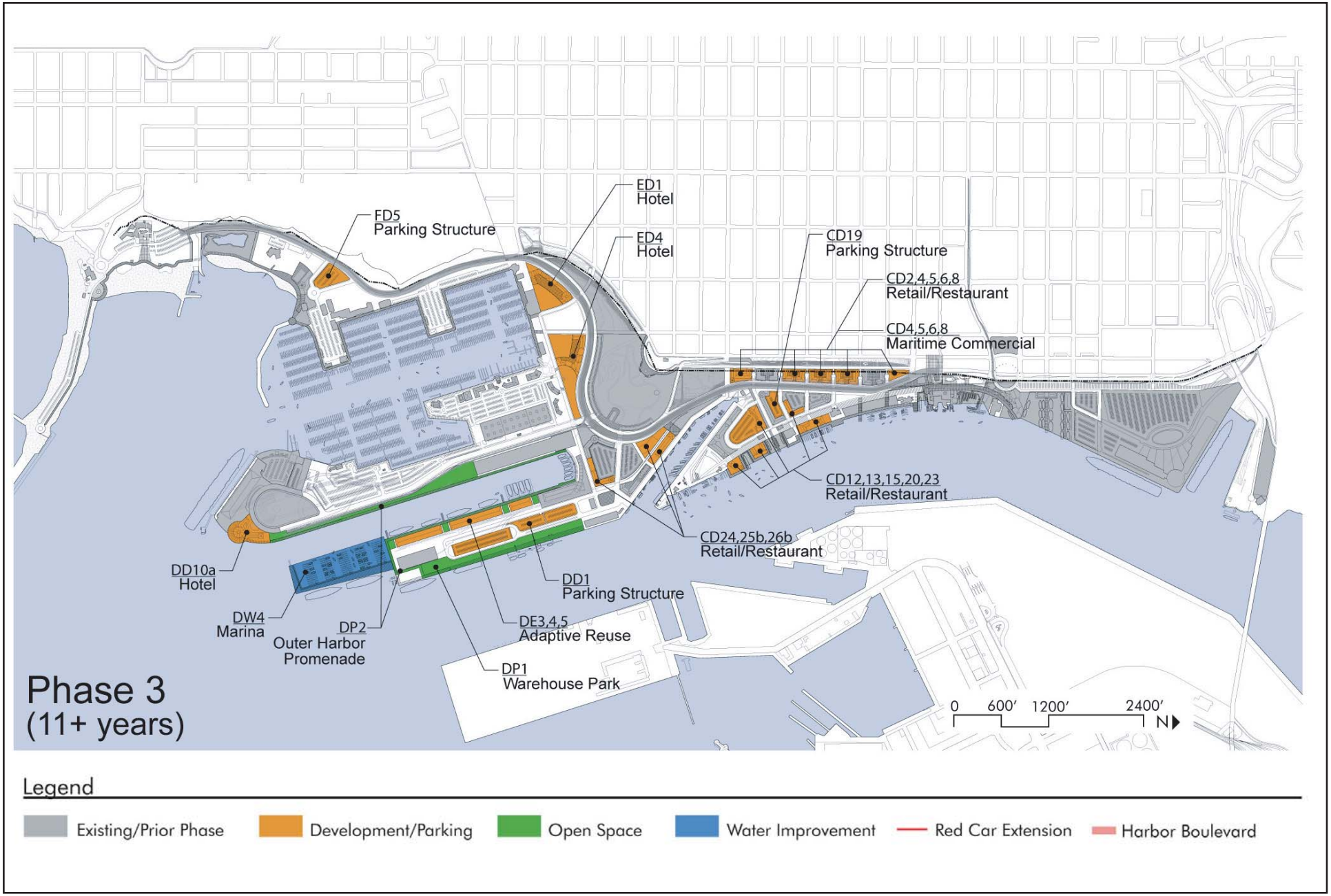
Source: EEK/Gafcon 2005

Jones & Stokes

Figure 4
Phase II Project Elements (Year 6-10)



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Source: EEK/Gafcon 2005

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Figure 5
Phase III Project Elements (Year 11+)

2. Project Elements Requiring Review Under NEPA

2.1 Purpose and Need

NEPA review is required prior to the Corps' consideration of permit applications under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. The basic project purpose relevant to Section 10 of the Rivers and Harbors Act is to improve and maintain marine navigation and recreation. The project would meet a public need for access to commercial and recreational facilities, open space, and free navigation.

The overall project purpose relevant to the Clean Water Act Section 404 is to:

- perform modifications to the existing shorefront, including water cutouts to increase water area (up to 9.64 acres maximum) and fills, as needed, to reconfigure the site to provide for a variety of waterfront uses, including berthing for visiting tall ships and other vessels, additional marinas for pleasure craft, water taxi and ferry service, tugboats, and other recreational, commercial, and port-related uses, without impeding the public's right to free navigation;
- preserve or enhance natural systems that are already within the Port complex (i.e., beaches, salt marsh, wetlands, shallow and deep water habitat, and bluffs);
- utilize and enhance the value of existing deep water in the Outer Harbor and Main Channel by upgrading two existing cruise vessel berths and constructing up to two new cruise vessel berths, each approximately 1,250 linear feet, to accommodate projected future growth in the cruise ship industry (one of the new cruise vessel berths would operate 120 days per year);
- create a permanent berth for Catalina Express and Island Express; and
- provide for a variety of waterfront uses, including berthing for visiting tall ships and other vessels, additional marinas for pleasure crafts, water taxi and ferry service, tugboats, and other recreational, commercial, and port-related uses.

2.2 NEPA Project Elements

LAHD has requested permits for the project elements contained in Table 1, which require Corps permits under Section 10 of the Rivers and Harbors Act. Activities involving the discharge of fill also require permits under Section 404 of the Clean Water Act.

Table 1: Project Elements Requiring Corps Permits

Project Element Description	Approximate Quantity
PIERS DISTRICT	
Cruise Ship Terminal, Berths 91/92 and 93 A/B (AD4/AD8) ***Phase 1***	
Major reconstruction of the existing wharf structure	160,000 sf (no new coverage of U.S. waters)
Installation of underwater toe wall	2,500 lf
North Harbor (AW3) ***Phase 2***	
Excavation and dredging	198,900 sf ; 487,000 cy
Removal of existing wharf structure	56,000 sf
Installation of perimeter sheet pile bulkheads within U.S. waters	220 lf
Installation of piles and construction of perimeter wharves and pier structure	170 piles ; 33,000 sf
Installation of rock slope protection	45,000 sf
Removal of retention dike (or bulkhead) to be breached	700 lf
TOTAL NEW WATER AREA CREATED	254,900 sf (5.85 ac)
TOTAL WATER AREA COVERED (riprap, docks, etc.)	78,000 sf (1.79 ac)
NET NEW WATER AREA CREATED	176,900 sf (4.04 ac)
DOWNTOWN HARBOR DISTRICT	
7th Street Pier (BP5) ***Phase 1***	
Removal of existing marina slips and floating dock	4,000 sf
Installation of piles and new pier structure	15 piles ; 6,000 sf
TOTAL NEW WATER AREA CREATED	4,000 sf (0.09 ac)
TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	6,000 sf (0.14 ac)
NET WATER AREA COVERED	2,000 sf (0.05 ac)
Downtown Harbor (BW1) ***Phase 1***	
Excavation and dredging	50,500 sf ; 102,000 cy
Removal of portion of existing WTCo pier (central pier)	1,100 sf
Removal of existing docks	4,500 sf
Installation of perimeter sheet pile bulkheads within U.S. waters	310 lf
Installation of piles and construction of new floating docks	35 piles ; 13,000 sf
Installation of rock slope protection	17,000 sf
TOTAL NEW WATER AREA CREATED	56,100 sf (1.29 ac)
TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	30,000 sf (0.69 ac)
NET NEW WATER AREA CREATED	26,100 sf (0.60 ac)
7th Street Harbor (BW2) ***Phase 1***	
Excavation and dredging	15,700 sf ; 31,000 cy
Removal of existing docks	2,200 sf
Installation of perimeter sheet pile bulkheads within U.S. waters	230 lf
Installation of piles and construction of new floating docks	26 piles ; 8,000 sf
Installation of rock slope protection	8,000 sf
Removal of retention dike (or bulkhead) to be breached	140 lf
TOTAL NEW WATER AREA CREATED	17,900 sf (0.41 ac)

Project Element Description		Approximate Quantity
	TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	16,000 sf (0.37 ac)
	NET NEW WATER AREA CREATED	1,900 sf (0.04 ac)
North Inlet (BW3)	***Phase 1***	
Excavation and dredging		20,000 sf ; 28,000 cy
Removal of existing wharf		8,000 sf
Fill portion of existing North Inlet for future Promenade		500 sf ; 500 cy
Installation of perimeter sheet pile bulkheads within U.S. waters		120 lf
Installation of piles and construction of new floating docks		10 piles ; 3,000 sf
Installation of rock slope protection		10,000 sf
	TOTAL NEW WATER AREA CREATED	28,000 sf (0.64 ac)
	TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	13,500 sf (0.31 ac)
	NET NEW WATER AREA CREATED	14,500 sf (0.33 ac)
PORTS O' CALL / SOUTHERN PACIFIC (S.P.) SLIP DISTRICT		
Ports O' Call Promenade (CP8)	***Phase 2***	
Removal of existing docks		29,000 sf
Installation of piles and construction of new wharf		60 piles ; 50,000 sf
	TOTAL NEW WATER AREA CREATED	29,000 sf (0.67 ac)
	TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	50,000 sf (1.15 ac)
	NET NEW WATER AREA COVERED	21,000 sf (0.48 ac)
13th Street Harbor (Berth 78) (CW3)	***Phase 1***	
Excavation and dredging		51,900 sf ; 43,000 cy
Removal of existing wharves		3,000 sf
Installation of perimeter sheet pile bulkheads within US waters		40 lf
Installation of piles and construction of fixed pier		10 piles ; 4,000 sf
Installation of piles and construction of new floating docks		24 piles ; 8,000 sf
Installation of rock slope protection		17,000 sf
Removal of existing wooden bulkhead		160 lf
Removal of retention dike (or bulkhead) to be breached		300 lf
	TOTAL NEW WATER AREA CREATED	54,900 sf (1.26 ac)
	TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	29,000 sf (0.67 ac)
	NET NEW WATER AREA CREATED	25,900 sf (0.59 sc)
South Ports O' Call Harbor (Berth 76/77) (CW4)	***Phase 1***	
Excavation and dredging		20,500 sf ; 24,000 cy
Removal of existing wharves		2,000 sf
Installation of perimeter sheet pile bulkheads within US waters		80 lf
Installation of piles and construction of new floating docks		16 piles ; 5,000 sf
Installation of rock slope protection		7,000 sf
Removal of retention dike (or bulkhead) to be breached		140 lf
	TOTAL NEW WATER AREA CREATED	22,500 sf (0.52 ac)
	TOTAL WATER AREA COVERED (rip-rap, docks, etc.)	12,000 sf (0.28 ac)
	NET NEW WATER AREA CREATED	10,500 sf (0.24 ac)

Project Element Description		Approximate Quantity
OUTER HARBOR / WAREHOUSE DISTRICT		
New Public Boat Launch (DW10)	***Phase 2***	
Installation of piles and construction of two new floating piers		16 piles ; 1000 sf
Construction of new wave attenuator		18 piles ; 300 sf
	TOTAL WATER AREA COVERED	1,300 sf (0.03 ac)
Catalina Express and Island Express Terminal	***Phase 1***	
Option 1: Berth 56/57 (DE6/DE7) – Installation of piles and new elevated concrete piers		120 piles ; 20,000 sf
Option 2: Using North Harbor facilities (AD7/AD8) – shown here for completeness		N/A
	MAXIMUM TOTAL WATER AREA COVERED	20,000 sf (0.46 ac)
Cruise Ship Facility - Berth 45–47 (DD10/DW9)	***Phase 1***	
New mooring and breasting dolphins and catwalk at Berth 45–47		30 piles ; 3,000 sf
	TOTAL WATER AREA COVERED	3,000 sf (0.07 ac)
Cruise Ship Facility – New Fourth Berth Alternative	***Phase 1***	
Option 1: Berth 69/70 (DD1) – Installation of piles and construction of new wharf structure for cruise ship berthing		360 piles; 90,000 sf
Option 2: Berth 49/50 (DW9a) – Installation of new wharf extension and mooring dolphin		220 piles; 81,000 sf
Option 3: Berth 61–67 (DW4) – Additional piles required for Outer Harbor Pier		12 piles
	MAXIMUM TOTAL WATER AREA COVERED	90,000 sf (2.07 ac)
Youth Boating Facility (DD13)	***Phase 1***	
Installation of new docks		6 piles; 2,000 sf
	TOTAL WATER AREA COVERED	2,000 sf (0.05 ac)
Port Pilot Station (DW3)	***Phase 1***	
Installation of piles and construction of new wharf		16 piles; 4,000 sf
Installation of piles and new Port Police dock (option)		8 piles; 1,500 sf
	TOTAL WATER AREA COVERED	5,500 sf (0.13 ac)
Outer Harbor Pier - Berths 61–67 (DW4)	***Phase 3***	
Installation of piles and construction of new pier		24 piles; 100,000 sf
Construction of new wave attenuator		45,000 sf
Installation of piles and construction of marina docks		150 piles; 70,000 sf
	TOTAL WATER AREA COVERED	215,000 sf (4.94 ac)
22ND STREET/MARINA DISTRICT		
San Pedro Park (EP3)	***Phase 2***	
Fill existing area with riparian vegetation		3,400 sf
	TOTAL AREA FILLED	3,400 sf (0.08 ac)

lf = linear feet, sf = square feet, ac = acres, cy = cubic yards

A separate EIR/EIS or appropriate CEQA and NEPA evaluations will be required to entitle permits for project elements included in Project Phase 3.

Due to the creation of the new harbors and water cuts, the project is anticipated to create a total of approximately 715,000 cubic yards of dredge material. Dredge disposal sites may include, but are not limited to, fills within the project area, approved upland sites, LA-2 offshore disposal, or the proposed Southwest Slip fill site within the China Shipping Terminal near Berth 100.

3. Project Elements Requiring Review Under CEQA

3.1 Project Objectives

The objectives of the proposed plan and elements to be reviewed under CEQA are similar to those described above under NEPA. They include additional elements not subject to federal agency approvals. The project objectives are categorized into the three primary aspects of the project: public open space, development, and transportation.

Public Open Space:

- Develop public access to the waterfront and new usable open space, including parks and other landscape amenities linked to the promenade.
- Create and expand the waterfront promenade as part of the California Coastal Trail to connect the community to the waterfront.
- Preserve, enhance, and, where possible, expand natural systems that are already within the Port complex (i.e., beaches, salt marshes, wetlands, shallow and deep water habitat, and bluffs).
- Perform modifications to the existing shoreline, including water cutouts to increase water area (up to 9.64 acres maximum) and fills as needed to reconfigure the site, so as not to impede navigation.

Development:

- Develop an economically viable project that balances public open space with development.
- Develop new retail, commercial, cultural, educational, and artistic uses complementary to those found in downtown San Pedro.
- Preserve and enhance the history and authenticity of San Pedro's roots as a seaport (including maintaining fishing-related uses), while supporting the revitalization of the area.
- Provide opportunities for a mix of uses in compliance with Tidelands law, including rehabilitation and adaptive reuse of historic structures and landmarks.
- Utilize and enhance the value of existing deep water in the Outer Harbor and Main Channel by upgrading two existing cruise vessel berths (located in the Piers District), and constructing up to two new cruise vessel berths (located in the Outer Harbor District), each approximately 1,250 linear feet, to accommodate projected future growth in the cruise ship industry. One of the new cruise vessel berths would operate approximately 120 days per year.

- Develop the project area in an environmentally responsible and sustainable manner.
- Create a permanent berth for Catalina Express and Island Express.
- Provide for a variety of waterfront uses, including berthing for visiting vessels, marinas, tugboats, boating supportive facilities, and other recreational, commercial, and port-related waterfront uses;
- Establish unique waterfront districts, preserving existing uses that integrate with the new development.

Transportation:

- Create a continuous boulevard and grand promenade to link the network of public open spaces and the neighboring community.
- Enhance key linkages to San Pedro.
- Provide a variety of transportation options that enhance public access to the waterfront and the operation of roadways within the vicinity of the Port.
- Provide opportunities for intermodal transportation throughout the waterfront including but not limited to rail (the Waterfront Red Car Line) and water taxis.
- Implement a comprehensive parking strategy by developing dispersed high-density parking sites linked to public transit stations including "shared-use" parking in downtown San Pedro.

3.2 Project Location

The proposed project is located in the southern end of the City of Los Angeles, and includes portions within LAHD's jurisdiction. The proposed project area is generally located along the west side of the Port Main Channel, from the Vincent Thomas Bridge to the federal breakwater, at the edge of the San Pedro community.

3.3 Proposed Project

The proposed project is the implementation of the From Bridge to Breakwater Master Development Plan for the San Pedro Waterfront and Promenade (Master Development Plan). The Master Development Plan has three major components that unite the entire project: (1) the Water Plan; (2) the Land Plan that includes a) a Promenade and Open Space Plan and b) Commercial Uses; and (3) a Transportation Plan. As noted previously, the project is further divided into six districts, as detailed in Figure 6: Piers, Downtown Harbor, Ports O' Call/Southern Pacific (S.P.) Slip, Outer Harbor/Warehouse, 22nd Street/ Marina, and Beach.

Water Plan

The Water Plan, as detailed in Figure 7, may include up to 9.64 acres of new water harbors, wharfs, piers, and floating docks for a variety of waterfront activities, including berthing for visiting tall ships and other vessels, additional docks for pleasure craft, water taxi and ferry service, tugboats, and other recreational, commercial and port-related uses. Marina slips may be displaced by project construction and would be replaced within the port.

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Source: EEK/Gafcon 2005

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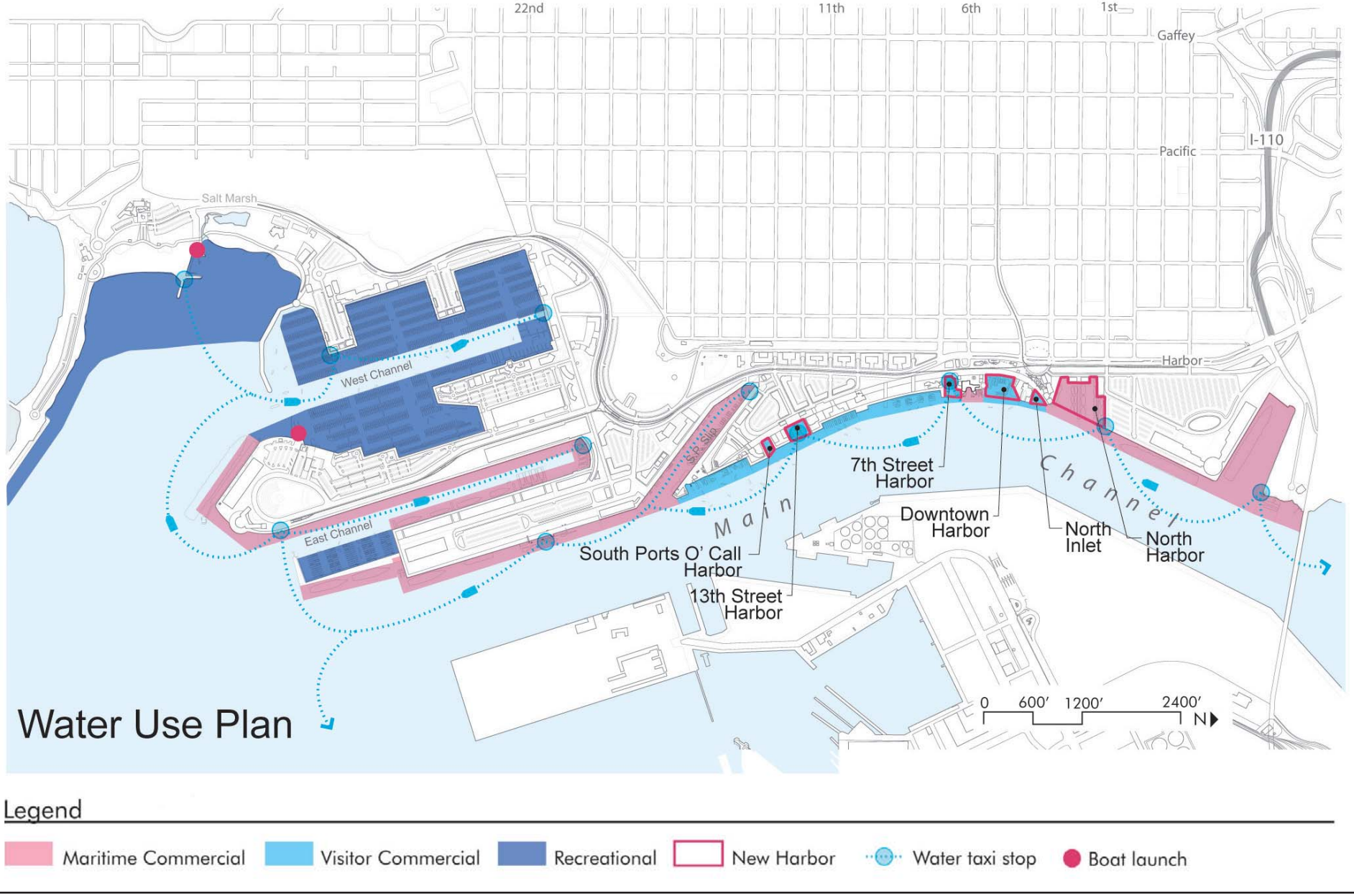
Figure 6
Waterfront Districts Map



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Source: EEK/Gafcon 2005

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Figure 7
Proposed Water Plan

Land Plan

Promenade and Open Space Plan. The plan calls for the creation of a 9.25-mile pedestrian promenade along the entire waterfront to increase and promote public access to the waterfront. Additionally, a combined total of 4.50 miles of on-street bike, roller blade, and pedestrian paths would be created along Harbor Boulevard and streets extending along and outward from the promenade. Where possible, the promenade would be a minimum of 30 feet wide, taking on different characters in different districts. The plan also provides for approximately 171 acres of public open space areas. New public open space could include up to 102 acres of parks, beaches, and recreational areas; 20 acres of landscaped areas; and 49 acres of promenades and plazas. Figure 8 shows the proposed open spaces, including parks, beaches, landscape areas, waterfront promenade areas, and pathways, and Figure 9 shows the key open spaces, destinations, and upland connections to the community.

The project description proposes to increase the existing amount of public open space (i.e., parks, promenades, plazas, beaches, and landscaped areas) by over 110 acres and decrease the amount of existing land development acreage by nearly 22 acres. The proposed changes in land use are shown in Table 2 below.

Table 2: Proposed Land Use Changes

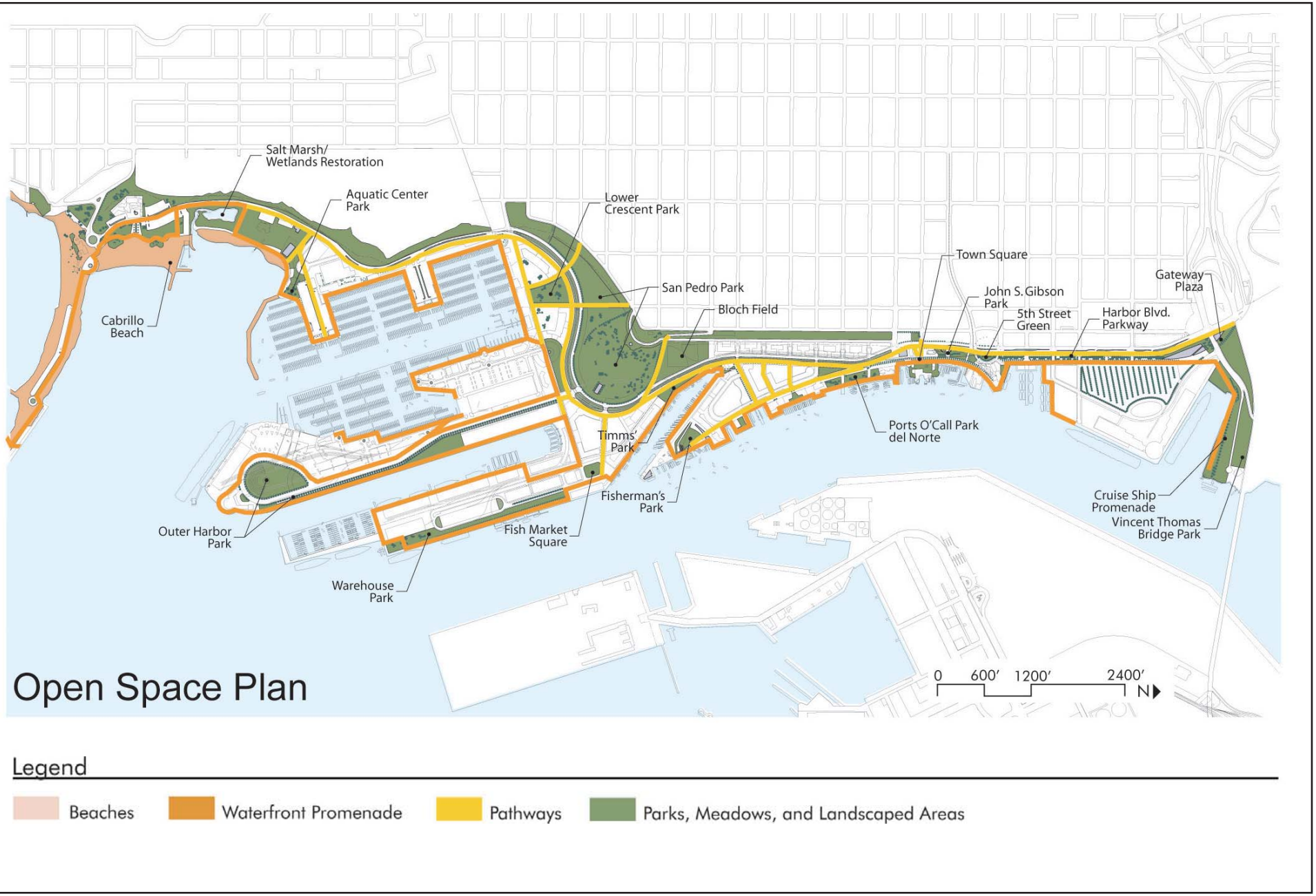
Land Use	Existing	Additional Proposed	Total
Public Open Space	60.21 acres	110.80 acres	171.01 acres
New Harbors/Water Areas	0.00 acres	9.64 acres	9.64 acres
Development Parcels	203.91 acres	< 21.89 > acres	182.02 acres
Public Street and Sidewalks	–	–	55.49 acres
APPROXIMATE TOTAL LAND AREA			418.16 acres

Commercial and Other Uses. The plan also includes approximately 182 acres of development parcels and 55.5 acres of public streets and sidewalks. Where noted, existing parcels and buildings may be reused and rehabilitated or demolished. Otherwise, existing uses would remain. The total amount of new square footage proposed is approximately 1.5 million square feet. These development parcels are strung along the promenade and are categorized into uses appropriate for each district. Uses include visitor-serving and *maritime commercial*[1] in the Piers District; *visitor-serving commercial*[2] uses including cultural, retail, and maritime office in the Downtown Harbor; visitor-serving commercial uses including restaurants and retail are predominantly in the Ports O' Call/S.P. Slip District; maritime commercial and visitor-serving commercial are in the Outer Harbor/Warehouse District; *recreational*[3] and visitor-serving commercial including marinas and hotel uses in the 22nd Street/Marina District; and primarily

[1] *Maritime commercial* includes land uses associated with the maritime industry, including cruise ship terminal, historic warehouses, and commercial fishing.

[2] *Visitor-serving commercial* uses include commercial entertainment and services to the Port, including land uses that promote the historic, cultural, and educational attractions related to the maritime industry, including retail, restaurants, museums, and maritime office facilities.

[3] *Recreational* uses provide public access to the water, conservation of natural resources, and/or outdoor recreational opportunities, such as the promenade, parks, beaches, and public boat launches. This land use category also allows for supporting uses such as restaurants, interpretive centers, and museum stores.



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Source: EEK/Gafcon 2005

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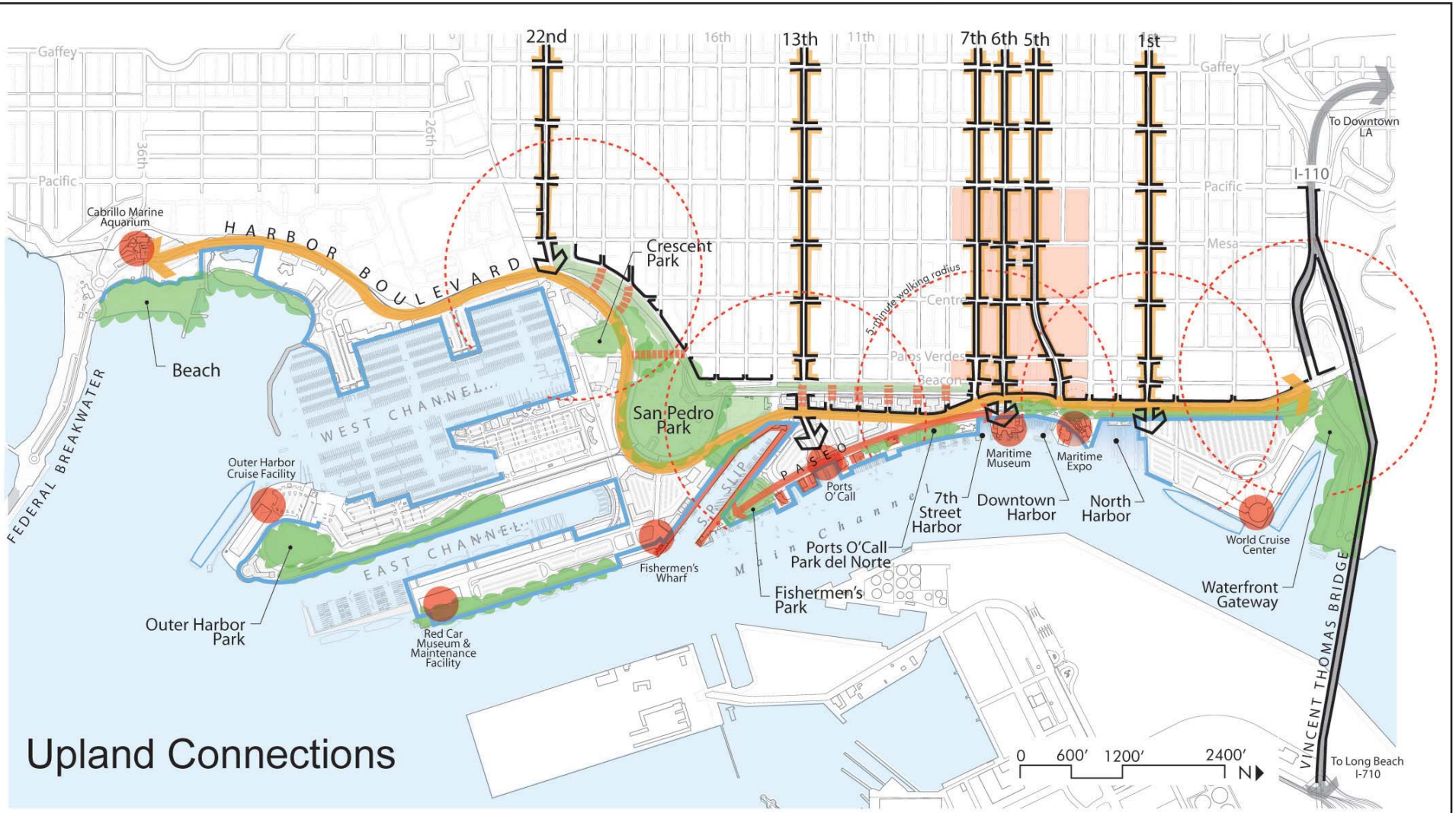
Figure 8
Proposed Open Space Plan



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Source: EEK/Gafcon 2005

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Figure 9
Upland Connections

recreational uses in the Beach District. Figure 10 shows an overview of the mix of land uses.

Transportation Plan

The overall transportation strategy, as illustrated in Figure 11, is based on an improved Harbor Boulevard, extension of the Red Car, creation of multiple-parking facilities, and water taxi services spread throughout the project area. Parking locations will be coordinated with water taxi and Red Car stops. Parcel numbers listed for each project element (e.g., *AP1*)[4] correspond to Figures 3, 4, and 5.

Harbor Boulevard would be realigned as a continuous thoroughfare from Bridge to Breakwater to provide an enhanced scenic route and improved access to the waterfront. The roadway would be improved to three lanes each way from Swinford to Minor Street (*AT1, BT1, CT1*), two lanes each way from Miner Street to 22nd Street/Via Cabrillo Way (ET1), and one lane each way from 22nd Street/Via Cabrillo Way to the Cabrillo Marine Aquarium (GT1). Old Harbor Boulevard (the existing upland street) from 7th Street to Gulch Road would be modified to become a local road, serving proposed development along the bluffs and on-street, overflow parking for Ports O' Call Village below. Where possible, new Harbor Boulevard would accommodate the Red Car in the median or on a "side-of-the-road" alignment. The existing connection between Crescent Avenue and old Harbor Boulevard would be maintained. Improvements to Harbor Boulevard would occur during Phase 2. Other options that will be studied as part of the proposed project or as components of a project alternative include: (1) limiting Harbor Boulevard to two traffic lanes in each direction and (2) retaining Harbor Boulevard as it currently exists.

The Red Car Line would be extended to Cabrillo Beach along the realigned Harbor Boulevard (*ET2*, *GT2*), including spurs into downtown San Pedro along 5th Street (to Pacific Avenue) (*BT3*); another spur along the East Channel to the Outer Harbor (cruise ship facility) (*DT2*); and a third spur from the proposed Red Car Museum/Maintenance Building to Warehouse No. 1 (*DT1*). Extensions of the Red Car Line are planned during Phase 1.

Parking encompasses a series of surface parking lots and parking structures, spread throughout the project area. Parking facilities are provided primarily for maritime-related commercial development (i.e., cruise ship terminal, Catalina Terminal, visitor-serving commercial, etc.) and will be phased and developed in conjunction with proposed development.

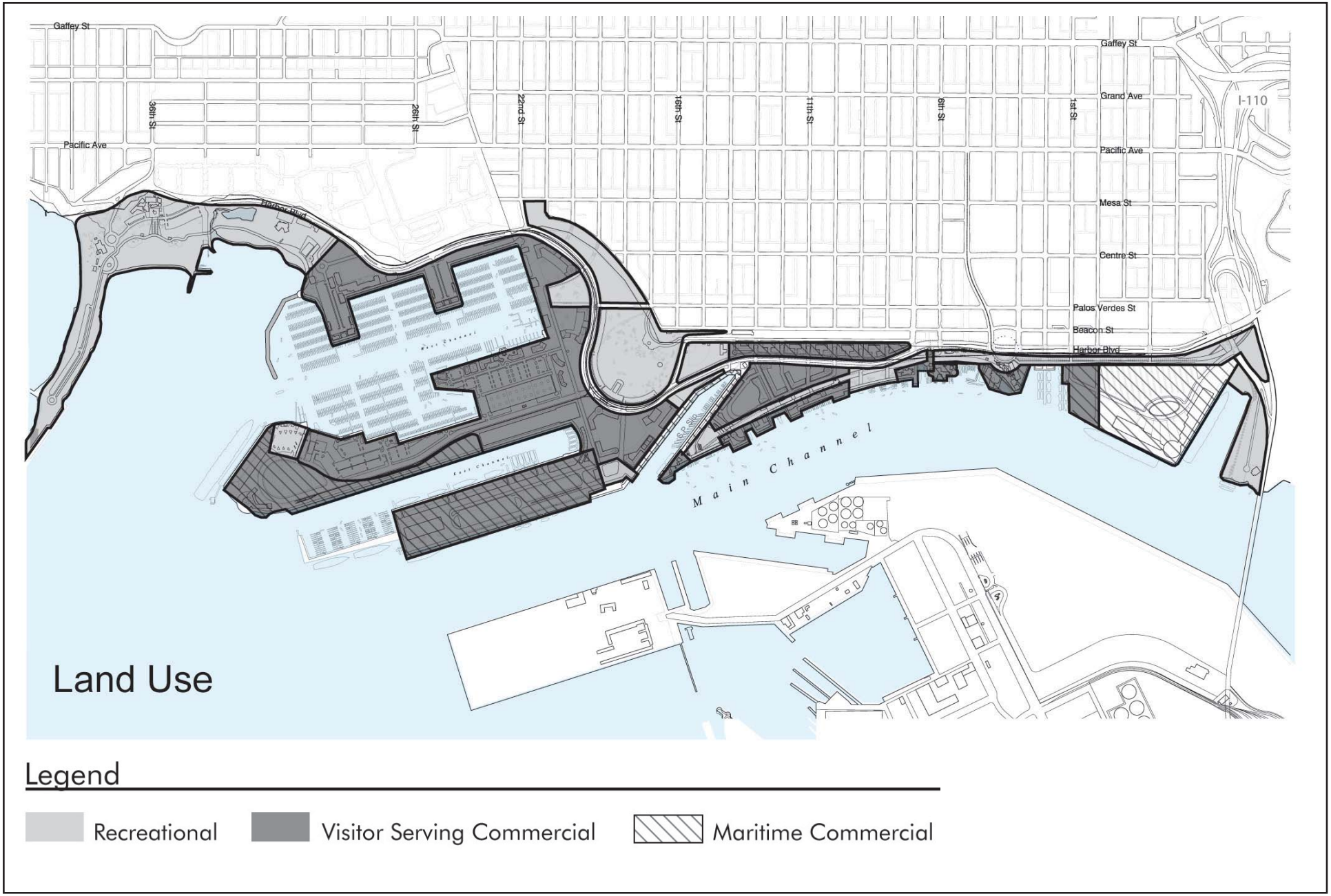
A water taxi system is proposed to connect several locations within the waterfront and stops would be coordinated with Red Car stations and parking areas. The water taxi service is proposed to begin during Phase 1, with additional stops and expanded service to other local and regional waterfronts in subsequent phases. An additional stop is proposed in Wilmington.

3.4 Project Phasing

The proposed project is phased into three distinct timeframes. The first two phases are in 5-year increments and are described at a level of project-specific detail. The third phase, 11 years and later, is described in a combination of project-specific detail and programmatic terms.

Phase 1 (Years 1–5) focuses on the public open spaces, development parcels, and infrastructure

[4] The three-digit parcel numbering system is as follows: **1st digit = district** (i.e., A - Piers; B - Downtown Harbor; C - Ports O' Call/SP Slip; D - Outer Harbor; E/F - 22nd Street/Marina; G - Beach); **2nd digit = type of parcel** (i.e., D - Development; E - Existing; P - Public Open Space; W - Water); and **3rd digit = parcel number**.



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Source: EEK/Gafcon 2005

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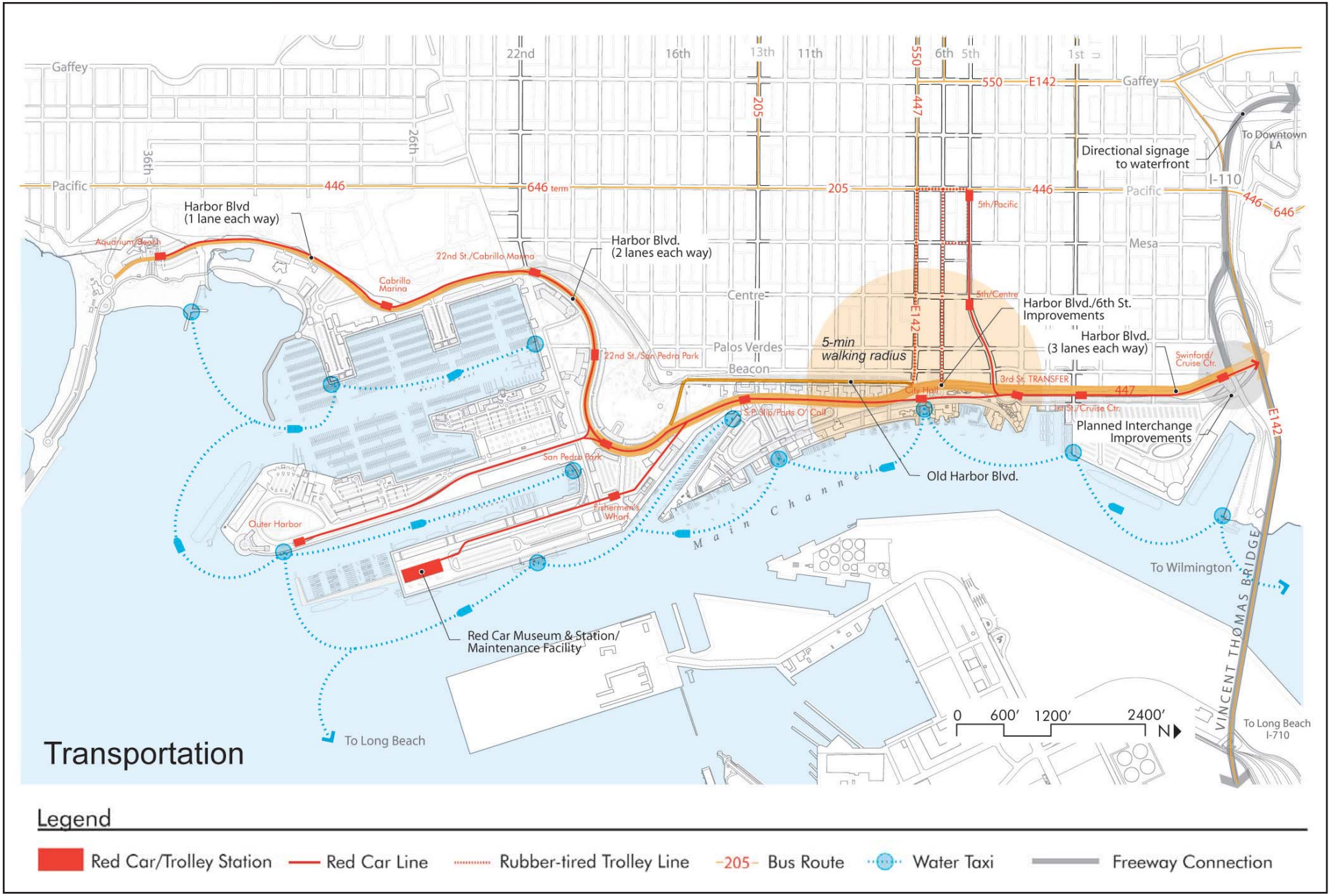
Figure 10
Proposed Land Use Plan



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Source: EEK/Gafcon 2005

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Figure 11
Proposed Transportation Plan

improvement in the Downtown Harbor District. The goal of Phase 1 is to complete, at a smaller scale and in one location, portions of the waterfront that include all of the key components of the development plan—the Promenade and major plaza, new harbors and waterfront, a major park and green space, street improvements and linkages to upland downtown, and major public buildings highlighting San Pedro's and the Port's historical and cultural heritage. Other major components included in Phase 1 are the development of the cruise ship facilities in the Piers and Outer Harbor Districts. In the Piers District, work includes the addition of a new terminal, major improvements to the existing terminal, additional parking, and waterside improvements. In the Outer Harbor, work includes construction of a new terminal, development of parking structures at the SP Slip, and waterside improvements. Other Phase 1 work includes extension of the Red Car to Cabrillo Beach; spurs to the Outer Harbor, Warehouse No. 1, and Downtown San Pedro; completion of the Red Car Museum and Maintenance Facility; and development of the Youth Boating Facility in the Outer Harbor.

The goal of Phase 2 (Years 6–10), focuses on the major public open spaces and infrastructure improvement required to allow development to occur over the entire project area. Key project elements include the following parks: San Pedro, Ports O' Call, Vincent Thomas Bridge, Outer Harbor, and proposed enhancements to the existing salt marsh; the realignment of Harbor Boulevard from the Downtown Harbor to Cabrillo Beach; continued development of the waterfront promenade; creation of the North Harbor; and initial construction of visitor serving commercial development and parking structures in Ports O' Call.

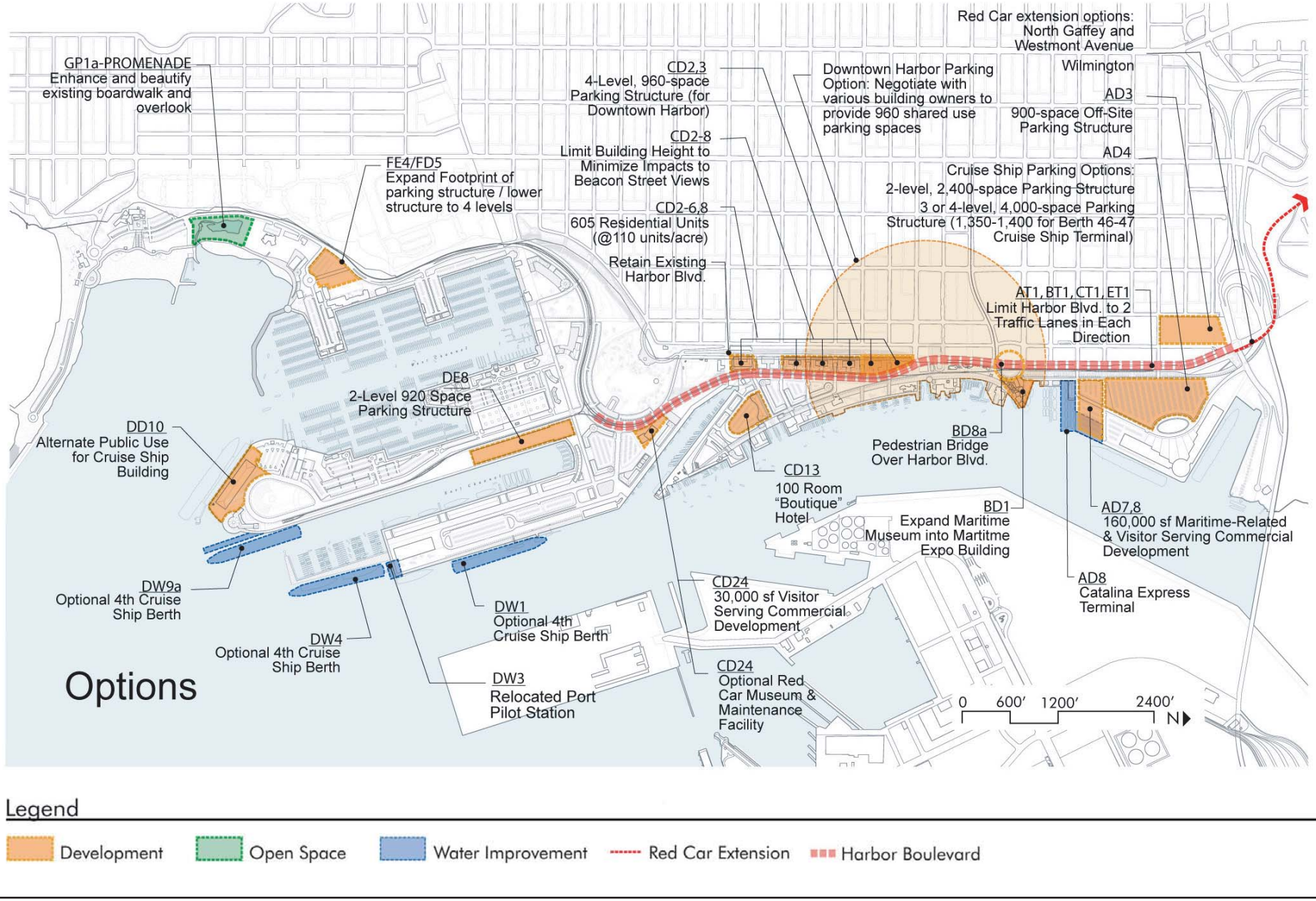
With the majority of infrastructure projects completed during Phase 2, Phase 3 (Years 11+) will occur from Year 11 and later, as market demand influences improvements on development parcels, specifically the visitor-serving commercial parcels in Ports O' Call; the parcels above new Harbor Boulevard; the adaptive reuse potential in the Warehouse and Outer Harbor District; development of hotel sites; and the creation of Warehouse Park.

3.5 Project Elements

The districts illustrated in Figure 6 are each described in more detail below. Parcel numbers listed for each project element (e.g., *AP1*) correspond to Figures 3, 4, and 5. Some project elements include options that will be studied as either a part of the proposed project or as elements of a project alternative (see Figure 12).

Piers District

The Piers District extends from the Vincent Thomas Bridge on the north to 3rd Street on the south, from Harbor Boulevard on the west to the Main Channel on the east, and includes the former Pasha Terminal (Berths 87 through 90), the World Cruise Center complex with existing surface parking (Berth 91 through 93), an existing Los Angeles Department of Water and Power (LADWP) Substation, the S.S. Lane Victory (Berth 94), the Catalina Express (Berth 95) and Island Express (Berth 93E), surface parking, and the Waterfront Gateway Promenade, Plaza, and Pedestrian Parkway. Table 3 provides a summary of the existing and proposed acreage of open space and square footage of development.



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Source: EEK/Gafcon 2005

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Figure 12
Study Options to the Proposed Project

Table 3: Piers District - Project Description Summary

Total Acreage:	75.25
Open Space - % of District:	31%

Open Space:	Phase	Parcel #	Exist. Acreage	New Proposed	Total	Units
Cruise Ship Promenade, Gateway Plaza, Parkwy	Existing	AP2-AP7	14.65	0.00	14.65	acres
Vincent Thomas Bridge Park	2	AP1	0.00	2.96	2.96	
North Harbor	2	AW3	0.00	6.00	6.00	
Total			**14.65**	**8.96**	**23.61**	**acres**

Development:	Parcel #	Acreage	Existing sf	New Proposed	Total	Units
Existing:						
Ex. Structures (The Pavilion, DWP Substn, SS Lane Victory)	AE1/AE2/AE9	4.06	23,690		23,690	s.f.
Subtotal		4.06	23,690		23,690	s.f.
Phase 1 (yrs. 0 - 5):						
Cruise Ship Terminal	AD4/AD8	**35.59**	231,390	200,000	431,390	
Subtotal		35.59	231,390	200,000	431,390	s.f.
Phase 2 (yrs. 6 - 10):						
Visitor Serving Commercial	AD6/7	1.74	0	26,250	26,250	
Maritime Commercial (Tugboat Operations)	AD5	0.26	0	12,500	12,500	
Subtotal		2.00	0	38,750	38,750	s.f.
Phase 3 (yrs. 11+):		**0.00**	**0**	**0**	**0**	**s.f.**
Total		**41.65**	**255,080**	**238,750**	**493,830**	**s.f.**

Transportation:	Phase	Parcel #	Proposed	Units
Streets and Sidewalks	1	AT1	9.99	acres
Surface Parking	1	AD4c/AD8	354	spaces
Structured Parking	1	AD4c	2,400	spaces

Options:	Phase	Parcel #	Proposed	Units	Parking	
Catalina Express - North Harbor	2	AD7/AD8	31,600	s.f.	1,000	spaces
Centralized Cruise Ship Parking	1	AD4	4,000	spaces		
Off-site Cruise Ship Parking		AD3	900	spaces		
North Harbor Maritime Commercial	2	AD7/AD8	160,000	s.f.	320	spaces

Project Elements – Piers District

Public Open Space

- **North Harbor Promenade:** A waterfront promenade would run along the edge of the new North Harbor and would be 30 feet wide. The promenade would be similar to the Cruise Ship Promenade and would include a boardwalk, railing, lighting, pedestrian signage, and street benches. The promenade would be completed in Phase 2 with the creation of the North Harbor. *AP7*.
- **Vincent Thomas Bridge Park:** The existing surface parking under the Vincent Thomas Bridge would be converted to an approximately 1.21-hectare (nearly 3-acre) public open space. Improvements include multi-purpose fields suitable for informal sports/games, a large lawn area, shade trees and other landscaping, picnic benches, lighting, and signage. A new landscaped access roadway along the southern edge of the park would serve the park. Surface parking for approximately 150 vehicles would also be provided. Construction completes in Phase 1 or 2. *AP1*.
- **North Harbor:** North Harbor is nearly a 5.36-acre water cut located at the former Pasha operations at Berth 88–90 and accommodates tugboats, barges, larger visiting historic and naval vessels, and possibly Catalina Express (Option 2). The harbor cut would extend from the existing water's edge to approximately 50 feet east of the Harbor Boulevard Parkway improvements. Excavation and dredging for the construction of a North Harbor would accommodate larger vessels. Dredging volume for the new harbor (5.36-acre water cut down to —25 feet Mean Lower Low Water [MLLW] depth) is estimated at 487,000 cubic yards. Perimeter wharfs and a pier structure at the center of the harbor would be constructed. Demolition of the existing docks is required for the water cut. Sheet pile bulkheads are proposed for the edges of the new harbor. North Harbor completes in Phase 2. *AW3*.

Development

- **Cruise Ship Terminal – Berth 91/92:** Construct a new 150,000 to 200,000 square foot, 2-story cruise ship terminal and upgrade the existing berth to accommodate a 1,250-foot length vessel. A building height of 35 to 40 feet is proposed and may include a view tower element. Demolition of the existing cruise ship terminal at Berths 91/92 and major reconstruction of the wharf structure would be required to accommodate the facility. 1,200 parking spaces are required for the new terminal and would be provided via surface and/or structured parking. Construction completes in Phase 1. *AD8, AD4*.
- **Cruise Ship Terminal – Berth 93 A/B:** Renovate the existing 231,390 square foot, 2-story cruise ship terminal and upgrade the existing berth to accommodate a 1,250-foot length vessel. Major reconstruction of the wharf structure would be required to accommodate the facility. 1,200 parking spaces are required for the terminal and would be provided via surface and/or structured parking. Including the existing cruise ship terminal at Berths 91/92, a total of 2,400 parking spaces are required. A design study will be conducted to maximize public access to the site. Construction completes in Phase 1. *AD4a.*
- **North Harbor maritime commercial and visitor-serving commercial development sites**: These sites are located on the northern and western edge of the North Harbor. The parcels would be programmed for restaurants and maritime-related offices. The sites are a total of 2 acres and programmed for a 15,000 square foot commercial building, an 11,250 square foot 2-story visitor-serving commercial building and a 2-story 12,500 square feet maritime commercial building.

Onsite surface parking on and adjacent to the development parcel are planned for up to 285 spaces. *AD5, AD6, AD7*. One option includes up to 160,000 square feet of maritime-related offices and visitor-serving commercial development in a 4-story building. Development completes in Phase 2. *AD7, AD8*.

- **Catalina Express and Island Express Terminal:** The proposed plan includes relocation of Catalina Express Terminal and Island Express from Berth 95 to the Outer Harbor Berths 56/57. An optional location is the proposed North Harbor. Please refer to the Catalina Express/Island Express project details noted in the Outer Harbor/Warehouse District on page 23. Because of the phasing of the North Harbor, relocation with this option would be completed in Phase 2. *AD7, AD8*.

Transportation

- **Parking and Access:** Parking for the new and renovated cruise ship terminal operation and tugboat facilities will be provided in surface and/or structured lots immediately adjacent to each of the facilities. Parking may be provided in a number of ways: Option 1 is to construct an onsite 2-story, 78840,000 square foot parking structure with a footprint of 420,000 square feet. Option 2 includes a multi-level parking structure providing 900 offsite parking spaces located within two blocks upland (west) of Harbor Boulevard, adjacent to the Piers District. *AD3*. Option 3 includes providing centralized parking for this terminal and remote (long-term) parking for the proposed cruise ship terminal at Berth 46 (Outer Harbor District). This option provides approximately 4,000 parking spaces in a 1,400,000 square foot, 3- or 4-story parking structure, 40 feet or less in height. *AD4*. A new vehicle entrance and access for the development sites along the North Harbor and into the cruise ship terminal is planned off of 1st/Santa Cruz Street and Swinford Street.

- **Pier District Streets:** New streets within the Piers District would be constructed with sidewalks, street trees, lighting, and signage. Extensions to 1st and Santa Cruz Streets would provide upland connections to the waterfront, and a frontage street along the Harbor Boulevard parkway and an extension of Front Street would provide access to the cruise ship terminal and parking. Pier District streets are scheduled for Phases 1 and 2.

- **Water Taxi Service:** Two public water taxi stops are proposed in the plan—one near the S.S. Lane Victory (Berth 94), and one in the North Harbor at the Main Channel near Berth 90. Service starts in Phase 1.

Downtown Harbor District

The Downtown Harbor District extends from 3rd Street on the north to 7th Street on the south and from Harbor Boulevard on the west to the Main Channel on the east. The Downtown Harbor currently includes the Maritime Museum (Ferry Terminal Building-Berth 84), Crowley Tugboat Service (WTCo. Pier at Berth 85) Fire Station #112 (Berth 86), the Los Angeles Maritime Institute Top Sail Program, John S. Gibson Park and memorials, surface parking along Sampson Way, and a Red Car station. Table 4 provides a summary of the existing and proposed acreage of open space and square footage of development.

Table 4: Downtown Harbor District - Project Description Summary

					Total Acreage:		13.24
					Open Space - % of District:		59%
Open Space:	**Phase**	**Parcel #**	**Exist. Acreage**	**New Proposed**	**Total**	**Units**	
Downtown Promenade	1	BP1	0.00	2.19	2.19		
John S. Gibson Park	Existing	BP2	1.61	0.00	1.61		
5th Street Green	1	BP3	0.00	0.33	0.33	acres	
Town Square	1	BP4	0.00	0.79	0.79		
7th Street Pier	1	BP5	0.00	0.22	0.22		
Landscaped Area/Water Feature	1	BP6	0.00	0.72	0.72		
Downtown Harbor	1	BW1	0.00	1.16	1.16		
7th Street Harbor	1	BW2	0.00	0.36	0.36		
North Inlet	1	BW3	0.00	0.46	0.46		
Total			**1.61**	**6.23**	**7.84**	**acres**	

Development:	**Parcel #**	**Acreage**	**Existing sf**	**New Proposed**	**Total**	**Units**
Existing:						
See Maritime Museum Renovation Below - Phase 1						
Fire Station #112	BE2	0.96	17,823		17,823	s.f.
Subtotal		0.96	17,823		17,823	s.f.
Phase 1 (yrs. 0 - 5):						
Maritime Exposition Bldg.	BD1	1.64	0	160,000	160,000	s.f.
Ralph J. Scott Historic Fireboat	BD3	0.14	0	12,000	12,000	
Visitor Serving Commercial	BD4, 6, 7	0.31	0	37,500	37,500	
Maritime Museum Renovation	BE5	0.59	27,734	0	27,734	
Subtotal		2.68	27,734	209,500	237,234	s.f.
Phase 2 (yrs. 6 - 10)		**0.00**	**0**	**0**	**0**	
Phase 3 (yrs. 11+)		**0.00**	**0**	**0**	**0**	
Total		**3.64**	**45,557**	**209,500**	**255,057**	**s.f.**

Transportation:	**Phase**	**Parcel #**	**Proposed**	**Units**
Streets and Sidewalks	1	BT1	1.76	acres
Surface Parking	1	BP3/4, BD1	200	spaces
Structured Parking	1	BD8/CD3	770	spaces

Options:	**Phase**	**Parcel #**	**Proposed**	**Units**	**Parking**
Expansion of Maritime Museum to Maritime Expo. Bldg.	1	BE5/BD1	TBD	s.f.	
Shared Use Parking in Downtown	1				770 spaces
Pedestrian Footbridge over Harbor Blvd.	1	BD8a			

Project Elements – Downtown Harbor

Public Open Space

- **Downtown Promenade:** The Promenade would include an upper and lower promenade. The Promenade would be lined with trees and include landscaping, lighting, signage, street furniture, and paving material of decomposed granite or similar material. The water's edge would be defined with an open edge with bollards or railing (if required). Demolition of existing surface parking would be required. The Promenade would be completed in Phase 1. *BP1.*

- **John S. Gibson Park:** John S. Gibson Park is an existing 1.61-acre park located south of the 5th Street Green. The plan would maintain the existing memorials and enhance their surroundings with improved landscaping and interpretive elements. Improvement completes in Phase 1. *BP2.*

- **5th Street Green:** The 5th Street Green is a 0.33-acre site programmed for landscaping, hardscape, a paved driveway, and parking area for drop-off. Demolition of the existing surface parking area would be required. A proposed Red Car Line transfer station for the Downtown spur is also programmed for this site. Construction would be completed during Phase 1. *BP3.*

- **Town Square:** The new 0.79-acre Town Square at the foot of 6th Street would be located in front of the historic Ferry Building (existing Maritime Museum) and incorporate a portion of the Downtown Promenade and short-term surface parking. The finish materials would be decorative stone pavers with similar paving materials for the roadway and parking. The Town Square could be closed to vehicular traffic for special events in the plaza. Demolition of the existing street (6th Street), sidewalks, and surface parking would be required and completed in Phase 1. *BP4.*

- **7th Street Pier:** The 7th Street Pier would be the public city dock for short-term docking of visiting vessels and the Downtown water taxi stop. Demolition of a portion (porte cochere) of the existing Acapulco Restaurant, existing surface parking, and approximately 12 marina slips and a portion of the floating dock is required. The 12 marina slips would be replaced within the Port. Construction would be competed during Phase 1. *BP5.*

- **Downtown Water Feature:** The 12,000 square foot Downtown Water Feature would include an interactive water feature and would be completed in Phase 1. *BP6.*

- **Downtown Harbor:** The addition of approximately 1.22 acres of new water for this new harbor would accommodate the Los Angeles Maritime Institute's Top Sail program vessels, Port vessels, and other visiting ships. The dredging volume for the new harbor (1.16 acre cut to –25 feet MLLW depth) is estimated at 102,000 cubic yards, and would move the existing water's edge a maximum of 160 feet west to the new edge of the Promenade. The existing WTCo. wharf would be modified to provide access to the new harbor. Demolition of the existing temporary facility for Top Sail, surface parking, and landscaping would be required to dredge the new harbor. Construction of new sheet pile bulkheads, floating docks, and access gangways are planned. The harbor would be completed in Phase 1. *BW1.*

- **7th Street Harbor:** The addition of approximately 0.30 acre of new water area would provide for visiting vessels and water taxis. Demolition of existing wharfs and parking area would be required to dredge the new harbor. The dredging volume for the new harbor (0.35 acre cut to –25 feet MLLW depth) is estimated at 31,000 cubic yards. Sheet pile bulkheads would form the edges of the new harbor. Twelve-feet wide floating docks and access gangways are proposed for the perimeter of the harbor. The harbor would be completed in Phase 1. *BW2.*

- **North Inlet:** The North Inlet would be a 0.40-acre water cut located just south of the proposed North Harbor water cut. This is an enlargement of the existing North Inlet, and the harbor would accommodate visiting vessels berthed at the proposed Maritime Exposition Building. The harbor

cut would be to a –25 feet MLLW depth. Estimated dredge volume is 28,000 cubic yards. Demolition of the existing dock would be required for the water cut. A portion of the existing North Inlet would need to be filled to allow for construction of the Downtown Promenade. Sheet pile bulkheads are proposed for the edges of the new inlet. The enlargement of the North Inlet would be completed during Phase 1. *BW3*.

Development

- **Maritime Exposition Building Complex:** This new 160,000 square foot building complex would be required to be constructed over a new sub-structure of concrete piles and a new wharf structure supporting the new building. Uses include exhibit space, meeting and conference rooms, cultural activities and events, a visitors center, cafes and restaurants, retail, and maritime-related offices. This glass and steel structure may feature a lantern tower-structure at the end of the pier. Onsite or surface parking and service access at ground floor of the building may be provided. Demolition of the existing Crowley Administration facility and surface parking area, and removal of an 18–inch diameter Navy fuel surge line is necessary before construction of this structure can begin. Construction would be completed in Phase 1. *BD1*.
- **Ralph J. Scott Historic Fireboat Display:** A multi-level display structure of approximately 12,000 square feet with a footprint of about 7,400 square feet would be constructed for the historic Ralph J. Scott Fireboat. The display would cover and protect the vessel from the elements. Displays of historical events involving the Ralph J. Scott would be included within the structure or in the nearby Maritime Exposition Building. The vessel is temporarily housed on land in a structure adjacent to Fire Station No. 112 at Berth 87, until the new facility becomes available. Construction completes in Phase 1. *BD3.*
- **Existing Maritime Museum (Former Ferry Building):** This structure (listed on the National Register of Historic Places) would be renovated in accordance with state and national historic preservation guidelines. *BE5.* Expanding the existing Maritime Museum uses into the proposed Maritime Exposition Building Complex would also be studied. Renovation would be completed in Phase 1. *BE5.*
- **Visitor-serving commercial sites:** Three commercial development sites are proposed, consisting of 2- to 3-story buildings: one of approximately 7,500 square feet and two additional buildings, each approximately 15,000 square feet. These buildings may be programmed for cafes, retail and other visitor-serving commercial uses, maritime-related displays, a visitors center, and meeting rooms. Construction would be completed during Phase 1. *BD4. BD6. BD7*.

Transportation

- **Harbor Boulevard Modifications:** Harbor Boulevard would be enhanced and improved to accommodate vehicular traffic flow and to facilitate pedestrian access from the downtown area to the waterfront. In Phase 1, portions of Sampson Way and 6th Street are required to be abandoned to create the Town Square; and an interim 7th Street intersection would be constructed to provide access to Sampson Way between 6th and 7th Streets (*BT4*), requiring approximately 2,750 cubic yards of fill to establish the grade down to the waterfront from the foot of City Hall. The existing rail storage yard south of 6th Street (S.P. Yard) will also be reconfigured. Demolition of existing landscaping, surface parking, railroad tracks are required for this portion of the project. *BT1*.
- **Downtown Harbor Parking:** To provide required parking for the Downtown Harbor, surface parking within the Downtown Harbor District and two remote parking structures are proposed.

200 surface parking spaces would be distributed around the 5th Street Green (*BP3*), in the Town Square (*BP4*), and at the Maritime Exposition Building (*BD1*). Structured parking on the existing Port surface parking lot, located across Palos Verdes Street from the Port Administration Building, may be developed into a 3-story, 400-space, 140,000 square foot parking structure with an approximate footprint of 47,000 square feet (*BD8*) (with a proposed pedestrian footbridge over Harbor Boulevard near 3rd Street leading to the parking structure); and another 3-story, 370-space, 129,500 square foot parking structure with a footprint of 43,200 square feet (*CD3*). Another parking option is to negotiate with various local upland, downtown building owners (within approximately 1,500 feet of Harbor Boulevard from 3rd to 8th Streets) to provide approximately 770 parking spaces in existing, nearby surface, street, and structured parking for shared-use with downtown merchants and visitors. Parking to be provided in Phase 1.

- **Red Car Line and Extension:** The Red Car line would maintain its current rail alignment through the Downtown Harbor. The 6th Street/Downtown Station would be removed and two new stations built, one at 7th Street/City Hall, and the second near 5th Street (proposed transfer station for the Downtown Spur). A new downtown spur also proposed from Harbor Boulevard, running up 5th Street and terminating at Pacific Avenue. The 5th Street Green transfer station as well as stations at 5th and Centre Street, and 5th and Pacific Avenue would be constructed. This proposed work is planned for Phase 1. *BT2. BT3.*

- **Water Taxi Service:** One public water taxi stop is planned for the 7th Street Pier, near the proposed Red Car City Hall/7th Street Station. Service to commence during Phase 1.

Ports O' Call/Southern Pacific (S.P.) Slip District

Ports O' Call/S.P. Slip District extends from 7th Street on the north to 22nd Street on the south, from Harbor Boulevard on the west to the Main Channel on the east, and includes Berths 72 through 83. The Ports O' Call/S.P. Slip District includes visitor-serving commercial uses within the Ports O' Call area and primarily maritime commercial uses in the S.P. Slip area. Ports O' Call and the S.P. Slip uses currently include Acapulco, Simon's, Fish Market Restaurant, Ports O' Call Restaurant, Utro's, Spirit Cruises, Jankovich and Sons, Canetti's, and the Municipal Fish Market. The S.P. Slip would keep its original working waterside functions. Table 5 provides a summary of the existing and proposed acreage of open space and square footage of development.

Project Elements – Ports O' Call/SP Slip

Public Open Space

- **Ports O' Call Promenade:** Along the waterfront, the 30-foot minimum promenade would be similar to the Downtown Harbor. Portions of the Promenade are required to be constructed over water. Existing marina slips may be affected by construction of the Promenade, and would either be replaced along the newly constructed Promenade or relocated to other locations within the Port. Ports O' Call restaurants and cafes may use portions of the Promenade for outdoor dining and other related activities. The Promenade provides a link from the waterfront back to the "Paseo de Los Angeles," varies in width, and includes lighting, signage, and street furniture. Pocket parks in several areas within the district would include game tables, lawn area, and interpretive exhibits or public art. The Promenade is scheduled for Phase 2. *CP8.*

- **SP Slip Promenade**: Around the S.P. Slip, portions of the promenade may be incorporated into a second level above the working wharf. The lower level of the Promenade may include a sidewalk at the same level as the working wharf. *CP9b.*

Table 5: Ports O' Call/SP Slip District - Project Description Summary

					Total Acreage:	66.39	
					Open Space - % of District:	33%	
Open Space:	**Phase**	**Parcel #**	**Exist. Acreage**	**New Proposed**	**Total**	**Units**	
Paseo and Promenade	Related Proj.	CP7	4.31	2.56	6.87	acres	
S.P. Slip Promenade	Related Proj.	CP9	3.98	0.00	3.98		
Timm's Park	1	CP3	0.00	1.57	1.57		
13th Street (Berth 78) Harbor	1	CW3	0.00	1.19	1.19		
South Ports O'Call (Berth 76/77) Harbor	1	CW4	0.00	0.47	0.47		
Fishermen's Park	Related Proj.	CP2	2.99	0.00	2.99		
Ports O'Call Park	2	CP1	0.00	1.72	1.72		
Fish Market Square	2	CP4	0.00	0.68	0.68		
Landscaped Area	On-going	Harbor Bl.	0.00	2.48	2.48		
Total			**11.28**	**10.67**	**21.95**	**acres**	

Development:		**Parcel #**	**Acreage**	**Existing sf**	**New Proposed**	**Total**	**Units**
Existing:							
Visitor Serving Commercial		CE1/10/18/23a	3.49	57,960		57,960	s.f.
Jankovich & Sons		CE14	1.43				
Municipal Fish Market		CE27	1.84	78,675		78,675	
Canetti's		CE28	0.63	13,200		13,200	
	Subtotal		7.39	149,835		149,835	s.f.
Phase 1 (yrs. 0 - 5):			**0.00**	**0**	**0**	**0**	**s.f.**
Phase 2 (yrs. 6 - 10):							
Conference Center		CD11	1.84	0	75,000	75,000	s.f.
Visitor Serving Commercial		CD7/16/17/19/21/25a/26a	9.83	-51,060	104,854	53,794	
	Subtotal		11.67	(51,060)	179,854	128,794	s.f.
Phase 3 (yrs. 11+)							
Maritime Commercial		CD2/4-6/8	4.81	0	135,000	135,000	s.f.
Visitor Serving Commercial		CE12/13/15/20/23/25b/26b	10.53	-3,060	206,050	202,990	
	Subtotal		15.34	(3,060)	341,050	337,990	s.f.
	Total		**34.40**	**95,715**	**520,904**	**616,619**	**s.f.**

Transportation:	**Phase**	**Parcel #**	**Proposed**	**Units**
Streets and Sidewalks	1	CT1	10.04	acres
Structured Parking	1	CD24, 25, 25a, 26	3,225	spaces
Surface Parking (to remain)	Existing	CD1/10/21/22	522	spaces
Structured Parking	2	CD7/20	758	spaces
Structured Parking	3	CD2/4/5/6/8/19	1,619	spaces

Options:	**Phase**	**Parcel #**	**Proposed**	**Units**	**Parking**	
Provide public parking for Downtown Harbor		CD2/CD3			770	spaces
Provide 100-unit hotel development		CD13	120,000	s.f.		
Red Car Museum/Maint. At S.P. Slip Site		CD24	30,000	s.f.		
Provide additional visitor-serving commercial development		CD24	30,000	s.f.		
Limit height of development along bluff sites		CD2-8	TBD			

- **Ports O' Call Park:** Ports O' Call Park would be a 1.72-acre plaza park located adjacent to Acapulco Restaurant. The park would tie the Paseo de Los Angeles with the waterfront Promenade, providing open space and surface parking for Acapulco Restaurant. Views from Harbor Boulevard to the Main Channel would be maintained. The park would feature canopy shade trees, lawn areas, plazas, and interpretive exhibits, primarily for passive recreational uses. The park would be developed in Phase 2. *CP1.*

- **Timm's Park:** Timm's Park would be an approximately 1.6-acre park located between Harbor Boulevard and the SP Slip. The park may accommodate a Red Car station, industrial garden, pedestrian plaza and information kiosk on the fishing industry in San Pedro. Timm's Park would be developed in Phase 2. *CP3.*

- **Fish Market Square:** This 0.68-acre public plaza, located at the front of the Municipal Fish Market, would provide public parking and is designed to accommodate existing uses. Fish Market Square reconfigures the existing parking lot to provide improved circulation and access for delivery trucks along the working docks of the Municipal Fish Market. Any displaced parking and overflow parking would be provided in the nearby proposed parking structure (*CD26*). Fish Market Square would be developed in Phase 2. *CP4.*

- **13th Street Harbor (Berth 78):** The addition of approximately 1.00 acre of new water would provide area for visiting vessels. The dredging volume for the new harbor (1.00 acre cut to –16 feet MLLW depth near Berth 78) is estimated at 43,000 cubic yards. Demolition of existing wharfs and buildings would be required to dredge the new harbor. A 20-foot wide fixed pier would be constructed adjacent to two existing fixed piers and sheet pile bulkheads. Additional sheet pile bulkheads are proposed for the remaining edges of the new harbor. Floating docks and access gangways are proposed for the perimeter of the harbor. The center 13th Street pier would provide a public water taxi stop. The harbor would be developed in Phase 1. *CW3.*

- **South Ports O' Call Harbor (Berths 76/77):** This approximately 0.39-acre harbor would provide dock/berthing space. The estimated dredge volume for the new harbor (0.39 acre cut to –16 feet MLLW depth between Berths 76 and 77) is 24,000 cubic yards. Demolition of existing wharfs and buildings would be required to dredge the new harbor. Sheet pile bulkheads are proposed for the edges of the new harbor. Floating docks and access gangways are proposed for the perimeter of the harbor. The harbor would be developed in Phase 1. *CW4.*

Development

- **Ports O' Call Visitor-Serving Commercial Development Sites:** Up to 110,000 square feet of new retail and restaurant development is planned, along with new structured and surface parking. A 75,000 square foot conference/visitors center is also planned (*CD11*). The new construction would be a variety of 1- to 4-story structures ranging in size from less than 4,000 square feet to 20,000 square feet. Surface and structured parking to support this development would be constructed concurrent with the development of the parcels. (*CD10–CD23.*) Phase 2 development sites include approximately 42,600 square feet of visitor-serving commercial development. One development option includes constructing a small 3-story boutique hotel consisting of approximately 100 rooms. The hotel is planned during Phase 2. *CD13.*

- **SP Slip Visitor-Serving Commercial Development Sites:** Up to 65,000 square feet of new retail and restaurant development is planned, along with new structured and surface parking. The new construction would be a variety of 1- to 4-story structures ranging in size from less than 7,500 square feet to 30,000 square feet. Around the SP Slip, buildings may be 4 stories high, with the ground-level parking, storage for SP Slip tenants, or access to the working wharf level.

Phase 2 development sites include approximately 45,600 square feet of visitor-serving commercial development. An option includes building out an additional 30,000 square feet of visitor-serving commercial development on parcel *CD24*.

- **Bluff Development Parcels:** Six parcels situated along the existing bluffs would be developed to include up to three levels of mixed-use maritime and visitor serving commercial uses (totaling 242,050 square feet and not exceeding 60 feet above adjacent grade) integrated with structured parking (totaling 1,440 parking spaces). Vehicular access to these parcels may be from above (old Harbor Boulevard) and below (Harbor Boulevard). Currently, Westway Bulk Liquid Terminal (Westway) utilizes the existing rail yard for temporary storage of railcars. Upon Westway, vacating the terminal at Berths 70–72, the existing rail yard may be abandoned and removed to create these parcels. Old Harbor Boulevard would be narrowed to accommodate these parcels. Parcel development would occur in Phase 2 or 3. *CD2, CD4–CD8.* Options for these parcels include the following: Option 1 - combine parcels *CD2* and *CD3* to create a footprint of approximately 67,375 square feet for a four-level parking structure that provides approximately 770 spaces for the Downtown Harbor District. This parking structure would be constructed in Phase 1, and Option 2 - includes limiting building heights for these parcels to the height of old Harbor Boulevard to minimize impacts to view from Beacon Street, old Harbor Boulevard, and Crescent Avenue. Although residential use was previously considered as part of the proposed project, the residential component has been eliminated from the plan as a result of comments from the California State Lands Commission indicating that residential use is not authorized on Port land.
- **Jankovich Tank Farm Lease Renewal and Expansion (Berth 74):** It is proposed that the existing lease with Jankovich & Sons, which expires in 2007, be renewed for a term up to 20 years. As part of this renewal, the leasehold would be increased by approximately 5,000 square feet. In order to meet the market demand for low sulfur fuel, the tenant is proposing to reconfigure the existing tank farm to include the elimination of some tanks and the addition of one new, double-bottomed tank for the purpose of providing low-sulfur fuel throughout the harbor. Construction would occur during Phase 1.

Transportation

- **Harbor Boulevard Realignment:** Harbor Boulevard would be a wide, landscaped thoroughfare, with palm trees and a wide median. From 7th Street, the right-of-way includes three traffic lanes in each direction with a median for the Red Car that includes landscaping, station platforms, and traffic turning lanes. Minimum 15-foot wide sidewalks would include street lighting, planting area and other street furniture. The median would widen at Red Car station platforms to allow for required clearances and turning lanes. Approximately 9,500 cubic yards of fill would be required to provide a 2% grade from 7th Street down to the existing elevation at 9th Street. As the boulevard curves around San Pedro Park and passes the S.P. Slip and the intersection of Gulch Road, the median widens to accommodate two tracks for the Red Car and traffic-turning lanes. Harbor Boulevard would be realigned during Phase 2. *CT1.* With realignment of Harbor Boulevard, old Harbor Boulevard (as mentioned above in the Bluff Development Parcels) may be narrowed and reduced to one lane in each direction with street parking on each side. Other options include (1) limiting Harbor Boulevard to two traffic lanes in each direction and (2) retaining Harbor Boulevard as it currently exists.
- **Ports O' Call Streets:** New "local" streets within the Ports O' Call area would be constructed with two-way traffic lanes and street parking on both sides, and a minimum 10-foot sidewalk with

street trees, lighting, and signage. East/west streets are initially aligned with the existing upland streets (8th through 13th Streets), with a perimeter loop consisting of Nagoya Way. Ports O' Call streets would be developed in Phase 2.

- **SP Slip Streets:** New "local" streets within the SP Slip area would be constructed with two-way traffic lanes, and a minimum 10-foot sidewalk with street trees, lighting, and signage. These streets would provide both vehicular and pedestrian access from San Pedro Park and Harbor Boulevard to the waterfront promenade, retail/restaurant development along the waterfront, and parking structures. SP Slip streets would be developed in Phase 1, along with the cruise ship parking structures.

- **Ports O' Call Parking Structures:** Two parking structures are planned for the Ports O' Call area, providing a total of 940 spaces. The parking structures would be no higher than 50 feet above grade and feature 1- or 2-story commercial storefronts facing primary streets, screening the parking; service access, sidewalks, and landscaping would fill the balance of these parcels. One parking structure would hold 340 spaces with an approximately 30,000 square foot footprint on a 68,300 square foot parcel (*CD20*), and the second structure would hold 600 spaces with a 52,500 square foot footprint on an 80,000 square foot parcel (*CD19*). Phase 2 parking structure includes parcel *CD20*, and the parking structure proposed for parcel *CD19* may be in Phase 2 or 3. The balance of parking requirements for the development would be via surface parking in designated lots or on local streets within the district.

- **SP Slip Parking Structures:** Two parking structures are planned for the S.P. Slip District, providing a total of 3,225 spaces. S.P. Slip structures would be four levels (no higher than 40 feet), with all parking structures featuring 1- or 2-story commercial storefronts facing primary streets screening the parking; service access, sidewalks, and landscaping would fill the balance of these parcels. The structures would be located south of the SP Slip and would provide parking for the Outer Harbor Cruise Facility, Catalina Terminal, the Municipal Fish Market, and visitor-serving commercial uses in the S.P. Slip area. One structure is a 1,450-space, 4-story footprint of 125,000 square feet on a 219,700 square foot parcel, and the second structure is a 1,775-space, 4-story footprint of 155,000 square feet on a 266,200 square foot parcel. *CD24, CD25, CD25a, CD26.* Construction of these parking structures is scheduled for Phase 1 with the development of conjoining retail and restaurant uses in subsequent phases.

- **Bluff Parking Structure:** This parcel may include one level of mixed-use maritime or visitor-serving commercial development of up to 17,250 square feet with four levels of structured parking that would include approximately 418 parking spaces. Development would occur during Phase 2. *CD7.*

- **Red Car Line Realignment:** From 7th Street, the Red Car would be realigned from its existing location through downtown into the median. The existing Red Car station platform at Ports O' Call would be demolished and relocated to the Harbor Boulevard median at 13th Street. The Red Car may be realigned during Phase 1 with the proposed extensions to Cabrillo Beach and the Outer Harbor, or may be realigned with Harbor Boulevard during Phase 2. *CT2*.

- **Water Taxi Service:** Two public water taxi stops are planned for this district, one at the proposed 13th Street Pier/Harbor, and one in the SP Slip near Utro's. Water taxi service would commence in Phase 1.

Outer Harbor/Warehouse District

The Outer Harbor/Warehouse District extends from 22nd Street southward to the Outer Harbor, and

includes both peninsulas that define the East Channel, from Berths 37 through 71. This district includes the proposed Cabrillo Way Marina, Fire Station No. 110, the old San Pedro Boatworks site (Berth 44), Super Tanker Terminal (Berths 45–47), Breakbulk Terminal (Berths 49/50), Fresh Fruit Terminal (Berths 52/53), Warehouse No. 1, existing warehouses (Berths 57 to 60), the Port Pilots Station, and the Westway Liquid Bulk Terminal. Table 6 provides a summary of the existing and proposed acreage of open space and square footage of development.

Project Elements – Outer Harbor/Warehouse District

Public Open Space

- **Warehouse and Outer Harbor Promenade:** Where possible, the Promenade continues along the perimeter waterfront of the warehouse peninsula, the East Channel waterfront, and through Outer Harbor Park, where it traverses the peninsula due to the security at the proposed Cruise ship facility. The Promenade rejoins the waterfront near Berth 44, and, except for the service area/dry stack launch near Berth 41, the Promenade continues along the waterfront in the Cabrillo Way/Watchorn Basin area of the West Channel. The Promenade is a minimum 30 feet along the waterfront with railing along the edge, interval lighting, signage, shade trees, and periodic seating. The Promenade consists of solid paving material and is on a single level in this area of the project. The Promenade improvements are planned during Phases 2 and 3. *DP2.*

- **Warehouse Park:** Warehouse Park is an approximately 5-acre linear open space, adjacent to the waterfront from Berths 68 to 72. The park would include an environmental/industrial sculpture and art garden, water features, small pedestrian plazas, lawn areas, exercise training and running circuit, and a variety of interpretive exhibits. An optional location for cruise ship berthing could be along the Main Channel, on a new wharf structure at Berths 69 to 71. The park would be completed during Phase 3. *DP1.*

- **Outer Harbor Park:** Outer Harbor Park may be up to 9.78 acres, located along the east side of the realigned Miner Street and the East Channel waterfront from Berth 53, south to the cruise ship facility (Berths 48 to 53). The park is designed to accommodate a variety of passive and active recreational uses. The park would also feature a number of small pedestrian plazas, lawn areas, interpretive exhibit areas, and could include an amphitheater for general-purpose events. Outer Harbor Park would be developed in Phase 1 or 2. *DP2a.*

- **New Public Boat Launch:** A three-lane boat launch is planned for Berth 44 at the vacated San Pedro Boat Works site. The facility would also include two floating piers and wave attenuator. Parking for approximately 75 vehicles with boat trailers and 30 standard spaces, along with two wash-down areas, are planned. The boat launch is planned during Phase 2. *DW10.*

Development

- **Development and Adaptive Reuse:** Several existing warehouse structures within this district, including the National Historic Landmark Municipal Warehouse No. 1 structure, would be reused and adapted to maritime commercial or visitor-serving commercial uses. These uses would promote the historic, cultural, and educational attractions related to the maritime industry and may include an arts district (complementary to the downtown district), consisting of exhibition space, museums, and art, architectural, and design (biennial) exhibitions. Except for Municipal Warehouse No. 1 and the Berths 54/55 shed, the adaptive reuse is scheduled for Phase 2. *DE2–DE6.*

Table 6: Outer Harbor/Warehouse District - Project Description Summary

						Total Acreage:	120.21
						Open Space - % of District:	26%
Open Space:	Phase	Parcel #	Exist. Acreage	New Proposed	Total	Units	
Outer Harbor Park	1	DP2a	0.00	9.78	9.78	acres	
Warehouse Park	3	DP1	0.00	6.40	6.40		
Outer Harbor Promenade	3	DP2	0.00	11.49	11.49		
Public Boat Launch	2	DW10	0.00	3.58	3.58		
Landscaping	1	DP3	0.00	0.15	0.15		
Total			**0.00**	**31.40**	**31.40**	**acres**	

Development:	Parcel #	Acreage	Existing sf	New Proposed	Total	Units
Existing						
Cabrillo Way Marina (Cabrillo II)	DE9	38.05				
Westway Liquid Bulk Terminal	DD1	6.41				
See Adaptive Reuse of Warehouses below			0		0	s.f.
Subtotal		44.46	0		0	s.f.
Phase 1 (yrs. 0 - 5)						
Municipal Warehouse No. 1 (Adaptive Reuse)	DE2	2.18	474,000	0	474,000	s.f.
Red Car Museum/Maintenance Facility	DE2a		0	30,000	30,000	
Catalina Express Terminal	DD7/DE6	3.68	15,000	16,600	31,600	
Cruise Facility	DD10	5.07	0	200,000	200,000	
POLA Maintenance Facility (Berth 54/55 Shed)	DE8	6.10	161,280	0	161,280	
Youth Boating Facility	DD13	1.51	0	23,500	23,500	
Subtotal		18.54	650,280	270,100	920,380	s.f.
Phase 2 (yrs. 6 - 10)						
Fire Station #110	DE12	0.18	Temporary	7,500	7,500	
Subtotal		0.18	0	7,500	7,500	s.f.
Phase 3 (yrs. 11+)						
Adaptive Reuse (Warehouse)	DE3/DE6	7.79	222,300	190,800	413,100	s.f.
New Pier and Marina (150 slips)	DW4		0	0	0	
Hotel (150 units + 30,000 s.f. common space)	DD10a	1.89	0	180,000	180,000	
Subtotal		9.68	222,300	370,800	593,100	s.f.
Total		**72.86**	**872,580**	**648,400**	**1,520,980**	**s.f.**

Transportation:	Phase	Parcel #	Proposed	Units
Streets and Sidewalks	1	DT3	15.95	acres
Surface Parking (Westway)	3	DD1	420	spaces
Surface Parking (Cruise Ship Drop-off/Youth Boating)	1	DD10/13	225	spaces

Options:	Phase	Parcel #	Proposed	Units	Parking	
Additional Cruise Facility @ Warehouse 1 Area	3	DP1/DD1	200,000	s.f.	1,500	spaces
4th Cruise Ship Berth @ Berth 49/50	1 or 2	DD10a				
4th Cruise Ship Berth @ Outer Harbor Pier/Marina	3	DW4				
Alternative location for Port Pilot Station	2	DW3				
Remote Parking for Cruise Terminal @ Berth 93	1	AD4			1,200	spaces min.
Public Parking in Berth 53 Warehouse structure	2 or 3	DE8			920	spaces
Alternate Public Use of Cruise Ship Terminal	2	DD10	200,000	s.f.		

- **Municipal Warehouse No. 1:** Municipal Warehouse No. 1 is a National Historic Landmark. It is located at the southern end of the warehouse peninsula and is currently used as a storage facility, containing approximately 504,000 square feet on six floors. The existing building is proposed to be an adaptive reuse project, consisting of maritime and visitor-serving commercial uses, consistent with the Tidelands Trust. One of the proposed uses is the Red Car Museum and Maintenance Facility (see description below). *DE2a*. Warehouse No. 1 would be renovated during Phase 1. *DE2*. An optional use of 150,000 to 200,000 square feet of Warehouse No. 1 includes the proposed Cruise Ship Terminal.

- **The Red Car Museum and Maintenance Facility:** This facility is planned to occupy a portion of two lower levels of Municipal Warehouse No. 1 and may include up to 30,000 square feet of building area within the existing structure. The museum portion of the building is approximately 6,700 square feet. An approximately 20,000 square foot exterior service "yard" area adjacent to the building would be required for a wash-down area for trolley cars. New rail would be installed to the building. Parking for 100 vehicles would be provided. Upon completion of the new facility, the existing temporary Red Car Maintenance Facility would be removed. The Museum and Maintenance Facility would be constructed in Phase 1. *DE2a*. An optional location for the Red Car Museum and Maintenance Facility is a site alongside the SP Slip, where a building could be constructed and integrated into the 22nd Street parking structures. *CD24*.

- **Warehouse Structures at Berths 57–60:** These 1-story existing warehouse structures currently contain approximately 237,300 square feet. At the Berth 57 shed, 15,000 square feet would be used for Catalina Express (see above description); the remaining 222,300 square feet would include a proposed maximum addition of 190,800 square feet of adaptive reuse (addition of a second floor or mezzanine) within these structures are planned. Proposed uses would consist of maritime and visitor-serving commercial, including uses that promote historic, cultural, and educational uses related to the maritime industry. The warehouse structures would be renovated in Phase 3. *DE3–DE6*.

- **Catalina Express and Island Express Terminal:** The proposed plan for Catalina Express Terminal and Island Express is relocation from Berth 95 (Piers District) to the existing warehouse structure at Berth 57 (shed). Facility requirements include adaptive reuse of the entire existing 46,500 square foot warehouse. New construction of approximately 10,000 square feet may be required to accommodate the new use. The facility requires 1,000 parking spaces with occasional overflow to offsite parking. Catalina Express Terminal has an aboveground fuel dock with 8,500 gallons of #2 Diesel needed daily. Berthing requirements include elevated concrete piers to accommodate 8 to 10 vessels of varying size (100 to 150 feet). Island Express Helicopters would be relocated with Catalina Express. The helicopter pad would be at least 128 feet by 60 feet (two helicopters), including a wall with a windscreen around the perimeter. An office of approximately 500 square feet would be located within the Catalina Express facility. Relocation of the terminal would occur in Phase 1. *DE6, DD7*. An optional location for Catalina Express and Island Express Terminal is in the North Harbor. *AD7, AD8*.

- **Warehouse Structure at Berths 54/55:** Approximately 80,000 square feet of the existing 161,280 square foot warehouse structure would be converted into the Port Waterfront Maintenance Facility. This conversion may include tenant improvements of approximately 15,000 to 20,000 square feet of office space and site landscaping and lighting. The conversion is planned during Phase 2. *DE8.* The balance of the approximately 81,280 square feet would be an adaptive reuse development opportunity scheduled for Phase 3. *DE8a*. As an option, a two-level, approximately 920-space, 322,500 square foot parking structure may be constructed within the existing warehouse shell. This option would be developed in Phase 2. *DE8*.

- **Cruise Ship Facility – Berths 45-47:** Construct a new 150,000 to 200,000 square foot 2-story cruise ship terminal at Berths 45–47 and construct a new berth to accommodate a 1,250-foot length vessel. Waterside work may include adding mooring and breasting dolphins. A building height of 35 to 40 feet is proposed and may include a view tower structure. The construction of the cruise ship facility is planned during Phase 1. *DD10, DW9*. Alternate public uses for the building, when not in use as a cruise facility, would also be studied. An option to add a new fourth cruise ship berth (occasional cruise ship berthing up to 120 days per year) would be studied at this location. The fourth berth would be a 500-foot extension to the existing wharf at Berths 49/50 *DW9a*. 1,500 parking spaces would be required for each cruise ship berth, and a total of 3,000 spaces may be required if the optional fourth berth were also located here. Approximately 100 to 150 short-term surface parking spaces are planned adjacent to the terminal. The balance of the 1,400 or 2,900 parking spaces are in remote, structured parking locations at 22nd Street near Miner Street *CD25, CD26*. Another parking option (centralized cruise ship parking) is to provide 1,400 or 2,900 additional parking spaces at the proposed Piers District cruise ship terminal parking structure at Berth 93. *AD4*.

- **Optional Cruise Ship Facility – Berths 61–72:** Construct a new 150,000 to 200,000 square foot 2-story cruise ship terminal, and new fourth cruise ship berth (occasional cruise ship berthing up to 120 days per year) to accommodate a 1,250-foot length vessel. A building height of 35 to 40 feet is proposed and may include a view tower structure. Alternate public uses for the building, when not in use as a cruise facility, would be studied. An option to locate the terminal in a portion of Municipal Warehouse No. 1 would also be studied. *DE2a*. Waterside work may include constructing a new wharf and adding mooring and breasting dolphins. Two additional options for the location of the berth would be studied, (1) to be located at Berths 69 and 70 upon expiration or termination of the Westway Liquid Bulk Terminal lease depending upon parcel availability *DD1*, and (2) to be located at the proposed Outer Harbor Pier at Berths 61–67. *DW4*. A total of 1,500 parking spaces would be required and proposed to be located in an adjacent four- or five-level parking structure. The construction of the cruise ship facility is planned during Phase 2 or 3.

- **Hotel Development:** This site would include the construction a hotel of up to 150 units, up to 4 stories in height (no higher than 50 feet). Surface or structured parking would be provided. Hotel development would be scheduled for Phase 2 or 3. *DD10a*.

- **Youth Boating Facility:** A 2-story, 23,500 square foot youth boating facility and waterside improvement is proposed. The building program includes boat storage, repair and maintenance areas, kitchen, dining and public event spaces, exercise room, locker rooms, offices, and other support spaces. The exterior program includes 75 surface parking spaces, boat trailer parking, a boat yard, a 40-foot gangway, and 70-foot floating dock. The promenade and public access to the water would be provided. The completion of the youth boating facility is planned for Phase 1. *DD13*.

- **Port Pilot Station:** The existing Port Pilot Station would be maintained with new wharf constructed for their vessels. As an option, the Port Pilot Station may be relocated and incorporated with the proposed pier/wharf structure at Berths 61–67 (described below). A new Port Police substation and 50-foot dock would also be located adjacent to the Port Pilot Station. *DW3*.

- **Outer Harbor Pier, Marina, and Cruise Ship Berthing - Berths 61–67:** At the southern tip of the warehouse peninsula, a 1,500-foot long floating "L"-shaped pier would be constructed to accommodate berthing for high-speed ferry service and other larger visiting passenger vessels. The pier would be constructed with a wave attenuator, floating dock, and slips for approximately

150 vessels, ranging in size from 50 to 75 feet in length. An optional location for Outer Harbor cruise ship berthing could be along this proposed pier. *DW4*.

Transportation

- **Outer Harbor Streets:** The widening of Miner Street from Harbor Boulevard down to the proposed Outer Harbor Park is entitled under the Cabrillo Way Marina project (Cabrillo II). Further extension and modifications of this street to accommodate the new cruise ship facility and boat launch would occur during the Phase 1 construction of these facilities. Similarly, along the Berths 57–73 peninsula, Signal Way would be improved to provide public access to Warehouse No. 1 and proposed developments down to Berths 57–60. Street improvements are proposed during Phases 1 and 2.
- **Warehouse District Parking:** Surface and structured parking supporting the proposed uses in the Warehouse District, including the Cruise Ship Terminal option planned for a portion of the area, may become available if the Westway Liquid Bulk Terminal at Berths 70–72 were vacated. Parking improvements are planned during Phase 3. *DD1*.
- **Red Car Line Extensions:** Two new Red Car Line spurs are proposed for the Outer Harbor/Warehouse District: one is a 0.75-mile spur off the Cabrillo Beach extension that would run down the Outer Harbor peninsula to the new Cruise Ship Terminal and serve other uses around Berth 46 (*DT2*). Another spur to Municipal Warehouse No. 1 would run parallel and on the south side of the SP Slip along Signal Way and into Municipal Warehouse No. 1 and the proposed Red Car Museum and Maintenance Facility (*DT1*). In addition, two new station platforms are planned, one at the new Cruise Ship Terminal and the other serving as a transfer station at Harbor Boulevard. A proposed station at the Fishermen's Wharf area is proposed. The Red Car Line extensions are planned for Phase 1.
- **Water Taxi Service:** Four public water taxi stops are proposed for the Outer Harbor/Warehouse District: one is proposed at Berth 71, near the planned Warehouse Park; one at Berth 55A, near the San Pedro Park Red Car Station; one at Berth 49, near the proposed cruise ship terminal and Outer Harbor Park; and one at Berth 40, in the Cabrillo Way Marina. The water taxi should commence service in Phase 1.

22nd Street/Marina District

The 22nd Street/Marina District extends from Crescent Avenue on the north to the current entrance to the Marina Hotel on the south and from Via Cabrillo Way on the west to the new Harbor Boulevard on the east. The existing uses in the 22nd Street/Marina District area include the Marina Hotel, the Los Angeles Yacht Club, Whaler's Walk, California Yacht Marina, Holiday Harbor Marina, Cabrillo Marina Pointe Office Building, Cabrillo Landing Commercial Building, Cabrillo Beach Yacht Club, and the 22nd Street Landing Restaurant. Table 7 provides a summary of the existing and proposed acreage of open space and square footage of development.

Project Elements – 22nd Street/Marina District

Public Open Space

- **22nd Street/Marina Promenade:** The Promenade includes the existing waterfront walk around the existing marinas. The existing walk would be enhanced with improved lighting, signage, and street furniture. The Promenade in this district would be completed in Phase 2. *FP2*.

Table 7: 22nd Street/Marina District - Project Description Summary

					Total Acreage:	90.79	
					Open Space - % of District:	54%	
Open Space:	**Phase**	**Parcel #**	**Exist. Acreage**	**New Proposed**	**Total**	**Units**	
Bloch Field Enhancement	1	EP1/2	4.12	0.55	4.67	acres	
Lower Crescent Park	1	EP7	2.78	0.00	2.78		
San Pedro Park	2	EP3	0.00	28.79	28.79		
Promenade	2	FP2	0.00	4.36	4.36		
Landscaping	2	EP4/FP3	0.00	8.68	8.68		
Total			**6.90**	**42.38**	**49.28**	**acres**	

Development:	**Parcel #**	**Acreage**	**Existing sf**	**New Proposed**	**Total**	**Units**
Existing						
Existing Structures (22nd St. Landing, Marina & Office Bldgs.)	EE7/FE2/3/7	10.51	315,775		315,775	s.f.
Hotel (Marina Hotel - 226 units)	FE2	5.90	172,500		172,500	
Subtotal		16.41	488,275		488,275	s.f.
Phase 1 (yrs. 0 - 5)		**0.00**	**0**	**0**	**0**	**s.f.**
Phase 2 (yrs. 6 - 10)						
Cabrillo Yacht Club Expansion	EE5/6	3.81	27,300	10,000	37,300	s.f.
Subtotal		3.81	27,300	10,000	37,300	s.f.
Phase 3 (yrs. 11+)						
Hotels (100 units)	ED1/ED4	7.49	0	120,000	120,000	s.f.
Parking Structure	FD5	1.75				
Subtotal		9.24	-	120,000	120,000	s.f.
Total		**29.46**	**515,575**	**130,000**	**645,575**	**s.f.**

Transportation:	**Phase**	**Parcel #**	**Proposed**	**Units**
Streets and Sidewalks	1	ET1	12.05	acres
Surface Parking (Existing)	3	EE5/6/7, FE1/2/3/4/7/8	803	spaces
Parking Structure	3	FD5	1,300	spaces

Options:	**Phase**	**Parcel #**	**Proposed**	**Units**	**Parking**
Expand Footprint of Parking Structure to adjacent surface parking lot to reduce the height of the proposed 6-level structure.		FD5/FE4			1,300 spaces

- **Bloch Field Enhancement:** Bloch Field is intended to be reconfigured and may include an additional ball field, protective chain link fencing, spectator stands (bleachers), lighting, concession stand and restrooms, and surface parking. The existing commercial structure (Union Warehouse Distributing Company) and surface parking area may be demolished. The existing community vegetable garden is to be integrated into the overall park/open space system. These improvements are to be completed during Phase 1. *EP1, EP2*.

- **San Pedro Park:** San Pedro Park would be a 28.79-acre public open space at the foot of Crescent Avenue, extending down to the realigned Harbor Boulevard. The park would be divided by natural topography into two main areas, the upper Overlook area and the lower Lowland Area. The 22nd Street Overlook Park would be a 5-acre area featuring passive uses including a lawn, gardens, and picnic areas. The Lowland Area would feature both passive and active uses, including multi-purpose fields that are suitable for informal sports/games, a general-purpose events area that is suitable for concerts/"Shakespeare in the Park," and interpretive elements. The existing topography would be retained with a minimal amount of cut and fill required for site features and walkways. Warehouses No. 9 and No. 10 would be demolished to accommodate this new park. The property at 208 22nd Street, an existing CERCLA[5]-listed site, may be paved over with a portion of Harbor Boulevard and parking for the park. The existing connection of Crescent Avenue with old Harbor Boulevard would be maintained. The existing 0.08-acre area with freshwater riparian vegetation near 22nd Street and Via Cabrillo Way would be filled and mitigated to accommodate the proposed Harbor Boulevard realignment. San Pedro Park would be developed in Phase 2. *EP3*.

- **22nd Street/Lower Crescent Park:** An approximately 2.78-acre public open space would be located between Harbor Boulevard, the waterfront, and proposed extensions of 19th Street and Palos Verdes Street. 22nd Street Park would link the residential neighborhoods above Crescent Avenue down to the waterfront and would include a lawn and native botanical garden. 22nd Street/Lower Crescent Park would be completed in Phase 1. *EP7*.

Development

- **22nd Street Hotel Development:** Two hotel development sites would flank Lower Crescent Park, and both sites would be located between the waterfront and Harbor Boulevard. A combined total of 100 hotel units are programmed for these sites. Development would not exceed 3 stories in height. Development of these hotel sites would occur during Phase 3. *ED1, ED4.*

- **Cabrillo Beach Yacht Club:** The Cabrillo Beach Yacht Club (CBYC) currently occupies a facility that includes a clubhouse of 8,900 square feet and an office building of 5,600 square feet. Proposed expansion of the existing club up to 10,000 square feet would bring the facility to a total of 26,500 square feet. An expansion of the existing 114 space parking area to 400 spaces is proposed. The Dry Storage and Youth Sailing Facility would remain on the west side of the marina. Expansion of the CBYC is planned for Phase 2. *EE5, EE6*.

Transportation

- **Harbor Boulevard Realignment:** From the intersection of 22nd Street and Miner Street to Via Cabrillo Way, a right-of-way consisting of two traffic lanes and one parking lane in each direction is planned with palm trees lining the median. Minimum 15-foot wide sidewalks include street lighting, planting areas, and other street furniture. Harbor Boulevard would curve around

[5] CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act

the proposed San Pedro Park, meeting the existing 22nd Street/Via Cabrillo Way. A 30-foot elevation change requires approximately 77,500 cubic yards of fill material to provide a 3.5% grade for the Red Car. A portion of 22nd Street would be retained as a local access road fronting along the waterfront. Southward, from the intersection of 22nd Street and Via Cabrillo Way, Harbor Boulevard would become a one travel lane in each direction with a palm tree-lined median strip and sidewalks on either side. The intersection of Shoshonean Road and Via Cabrillo Way would be modified so that Harbor Boulevard remains continuous to Cabrillo Beach. Harbor Boulevard realignment is planned for Phase 2. *ET1*.

- **Red Car Line Extension:** From the extension of 14th Street to Via Cabrillo Way, the Red Car would be in the realigned Harbor Boulevard median strip integrated with station platforms and traffic turning lanes. From the corner of 22nd Street and Via Cabrillo Way, the Red Car transitions to a dedicated right-of-way, in a side-of-the-road alignment on the west (bluff) side. Five Red Car station platforms are proposed for this district: two at San Pedro Park near Miner Street (one as a transfer station to the Outer Harbor spur), one near 22nd Street Landing, one at 22nd Street/Cabrillo Marina, and one across the street from the Cabrillo Marina Pointe Office Building. Red Car Line extension is planned for Phase 1.
- **Via Cabrillo Way/Shoshonean Road Parking Structure:** The parking structure is a maximum of 6 stories, and no higher than 50 feet above grade. This 1,300-space, 450,000 square foot structure with an approximately 112,500 square foot footprint would be on a 120,000 square foot parcel. The balance of the parcel would be for service access, sidewalks, and landscaping. Construction should be completed during Phase 2. *FD5*. An option would be studied to lower the proposed parking structure to four levels by expanding the proposed footprint into the adjacent surface parking area used by the existing hotel. *FE4*.
- **Water Taxi Service:** Two public water taxi stops are proposed in the plan, one near the existing 22nd Street Restaurant at Berth 36, and one at the end of Whaler's Walk. Water taxi service to commence during Phase 1.

Beach District

The Beach District extends from the entrance road to the Marina Hotel to the north to the federal breakwater on the south and from the bluffs above Shoshonean Road on the west to the Outer Harbor on the east. The Beach District includes the federal breakwater, the Cabrillo Beach Fishing Pier, the Life Guard Station, the Cabrillo Bath House, Inner and Outer Cabrillo Beach, the Cabrillo Marine Aquarium, the Boat Launch and associated parking, the saltwater marshes, and the Cabrillo Beach Youth Facility (Boy Scout Camp). Table 8 provides a summary of the existing and proposed acreage of open space and square footage of development.

Project Elements – Beach District

Public Open Space

- **Beach Promenade:** A 30-foot wide boardwalk would define approximately 1 mile of the promenade in the Beach District. The promenade would be routed inland around the existing salt marsh. The promenade would include signage, low-level lighting, and a rail. The Promenade construction is proposed for Phase 2. *GP1a*.
- **Salt Marsh Preservation:** The existing salt marsh would be beautified and improved in an environmentally acceptable manner. This would include removal of nonnative vegetation and an

Table 8: Beach District - Project Description Summary

					Total Acreage:		52.29
					Open Space - % of District:		65%
Open Space:	**Phase**	**Parcel #**	**Exist. Acreage**	**New Proposed**	**Total**	**Units**	
Salt Marsh/Wetlands	2	GP1	4.77	0.00	4.77	acres	
Inner Cabrillo Beach	Related Proj.	GP2	19.65	0.00	19.65		
Aquatic Center Park	2	GP4	0.00	1.03	1.03		
Cabrillo Beach Boat Launch	Existing	GW1	0.92	0.00	0.92		
Promenade and Boardwalk	Existing	GE3	4.05	0.00	4.05		
Landscaping	On-going	GP5	0.00	3.46	3.46		
Total			**29.39**	**4.49**	**33.88**	**acres**	

Development:	**Parcel #**	**Acreage**	**Existing sf**	**New Proposed**	**Total**	**Units**
Existing						
Existing Structures (Cabrillo Youth Ctr, Aquarium & Parking)	GE1/2/3	**10.09**	90,200		90,200	s.f.
Subtotal		10.09	90,200	-	90,200	s.f.
Phase 1 (yrs. 0 - 5)		**0.00**	**0**	**0**	**0**	
Phase 2 (yrs. 6 - 10)						
Aquatics Center	GD7	1.38	3,000	27,000	30,000	s.f.
Subtotal		1.38	3,000	27,000	30,000	s.f.
Phase 3 (yrs. 11+)		**0.00**	**0**	**0**	**0**	
Total		**11.47**	**93,200**	**27,000**	**120,200**	**s.f.**

Transportation:	**Phase**	**Parcel #**	**Proposed**	**Units**
Streets and Sidewalks	2	GT1	6.94	acres
Surface Parking (Existing)	Existing	GE1/2	705	spaces

Options:	**Phase**	**Parcel #**	**Proposed**	**Units**	**Parking**
Salt Marsh - enhance existing boardwalk and overlook		GP1			

elevated boardwalk to improve public access. The opportunity for educational nature trails and interpretive displays may also be provided. Improvements would occur in Phase 2. *GP1*.

- **Aquatic Center Park:** This 1.03-acre park would be located adjacent to the Aquatic Center and is on the waterfront and promenade. This park features informal landscaping and a lawn area. The park is planned for Phase 2. *GP4*.

Development

- **Aquatic Center, Pool, and Parking:** The Aquatic Center is a new 1-story, 30,000 square foot structure to support the activities of a new Olympic-sized swimming and diving pools. The structure includes locker and changing rooms, classrooms/lecture rooms, reception area and staff offices, storage and maintenance areas, and a large multi-function area for events. The Aquatics Center is on a 60,000 square foot site. 300 parking spaces are provided in the adjacent parking structure (*FD5*). The Aquatics Center is planned for Phase 2. *GD7*.

Transportation

- **Harbor Boulevard Realignment:** Within the Beach District, approximately 0.75 mile of the existing Shoshonean Way would be repaved and realigned to become the southern extension and terminus of Harbor Boulevard. The 50-foot right-of way would consist of a single-lane (in each direction) 26-foot wide street. A new 10-foot wide sidewalk along the waterside would accommodate a pedestrian sidewalk, street tree planting, signage, and lighting. Harbor Boulevard realignment would occur in Phase 2. *GT1*.
- **Red Car Line Extension to Cabrillo Marine Aquarium:** The Red Car would be in a dedicated right-of-way adjacent to and on the west side of the new Harbor Boulevard. Some minor excavation of the existing slope and construction of retaining walls are required to accommodate the new right-of-way. A station platform at the aquarium plaza is planned. This extension would occur during Phase 1. *GT2*.
- **Water Taxi Service:** One public water taxi stop is proposed at the existing pier near the boat launch. Water taxi service may begin during Phase 1.

4. Environmental Issues

There are several key environmental issues that would be addressed in the EIS/EIR. Additional issues may be identified during the scoping process. Issues identified as potentially significant under CEQA in the attached CEQA environmental checklist form (Attachment 1) include:

- aesthetic and visual impacts from redevelopment and lighting;
- air quality impacts from construction, operation, and increased vehicle emissions;
- biological impacts to marine and terrestrial plants and wildlife;
- cultural resources, both historic buildings and structures and historic and prehistoric archaeology;
- geological issues, including dredging and stabilization of fill areas in an area of known seismic activity;

- hazards and hazardous materials related to existing and former activities that have contaminated soil and groundwater in the Port, or pose hazardous risks related to ongoing operations;
- hydrology and water quality from disturbance of sediment, increased boating, and runoff from development;
- land use and planning related to compatibility with existing and surrounding land uses, and consistency with land use plans and programs;
- noise from existing and future operations and increased traffic;
- public services related to provision of fire, police, emergency response, and other public service agencies;
- recreation related to impacting existing recreation, and the beneficial impact of providing new recreational opportunities;
- traffic and transportation, including marine navigation and ground transportation;
- utilities and services as a result of an increased demand for such services; and
- cumulative impacts from past, present, and foreseeable future projects.

5. Alternatives

Alternatives being considered for the proposed project include the following:

- **No Project/No Action.** This alternative would not implement any of the elements presented in the project description.
- **No Federal Action Baseline.** This alternative is the proposed project without any activity requiring a Corps permit. This alternative represents Corps' environmental baseline.
- **No Federal Action Baseline with Cruise Ship Expansion.** This alternative represents an additional Corps environmental baseline wherein LAHD would only receive Corps permits for the Cruise Ship Expansion/Modification features of the proposed project. This evaluation would allow Corps and LAHD to separately weigh the impact of the cruise ship facilities.
- **Reduced Development Alternative.** This alternative would reduce the density or amount of development as presented in the project description. Results from LAHD-sponsored June 4, 2005 Reduced Development Alternative workshop, held in conjunction with the Port Community Advisory Committee and the San Pedro Neighborhood Councils, along with comments received by the public, would define the project elements included in this alternative.
- **Maximum Development Alternative.** This alternative would increase the density, amount of development, or timing of development as presented in the project description. Comments received by the public and LAHD's Engineering and Project Design Team would influence the project elements included in this alternative.

The Draft EIS/EIR will include a coequal analysis of the project alternatives described above.

Environmental Checklist Form

1. Project Title and ADP Number:

From Bridge to Breakwater Master Development Plan for the San Pedro Waterfront and Promenade
ADP No. 041122-208

2. Lead Agency Name and Address:

Los Angeles Harbor Department
Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731

3. Contact Person and Phone Number:

Ralph G. Appy, Ph.D.
Director of Environmental Management
c/o Jan Green Rebstock, Environmental Specialist
(310) 732-3949

4. Project Location:

The proposed project is located in the southern end of the City of Los Angeles, and includes portions entirely within LAHD's jurisdiction. The proposed project area is generally located along the west side of the Port's Main Channel, from the Vincent Thomas Bridge to the federal breakwater, at the edge of the San Pedro community.

5. Project Sponsor's Name and Address:

Los Angeles Harbor Department
Engineering Division
425 South Palos Verdes Street
San Pedro, CA 90731

6. General Plan Designation:

Port of Los Angeles

7. Zoning:

(Q)M2, (Q)M3

8. Description of Project:

See section Special Public Notice, Supplementary Information

9. Setting and Surrounding Land Uses

Container terminals, recreational destinations, residential, beaches, cruise/commercial transport, commercial retail, commercial fishing, industrial uses, warehouses, transportation facilities, and public facilities/port-related services.

10. Other Public Agencies Whose Approval is Required:

U.S. Army Corps of Engineers

U.S. Fish and Wildlife Service

National Marine Fisheries Service

National Parks Service

U.S. Coast Guard

Federal Aviation Administration

California Environmental Protection Agency

State Lands Commission

State Water Resources Control Board

California Coastal Commission

California Department of Transportation

California Public Utilities Commission

California Department of Fish and Game

California Department of Toxic Substances Control

California State Historic Preservation Officer

California Department of Boating and Waterways

South Coast Air Quality Management District

Los Angeles Regional Water Quality Control Board

City of Los Angeles Department of Transportation

City of Los Angeles Planning Department

City of Los Angeles Department of Public Works

City of Los Angeles Fire Department

Environmental Factors Potentially Affected:

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "potentially significant impact"), as indicated by the checklist on the following pages.

[X] Aesthetics	[ ] Agricultural Resources	[X] Air Quality
[X] Biological Resources	[X] Cultural Resources	[X] Geology/Soils
[X] Hazards and Hazardous Materials	[X] Hydrology/Water Quality	[X] Land Use/Planning
[ ] Mineral Resources	[X] Noise	[X] Population/Housing
[X] Public Services	[X] Recreation	[X] Transportation/Traffic
[X] Utilities/Service Systems	[X] Mandatory Findings of Significance	

Determination:

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[X] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Paul J. Larson — 8/18/05

Signature — Date

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "no impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially significant impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.

4. "Negative declaration: less than significant with mitigation incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "potentially significant impact" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063[c][3][D]). In this case, a brief discussion should identify the following:

   (a) Earlier analysis used. Identify and state where earlier analyses are available for review.

   (b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation measures. For effects that are "less than significant with mitigation incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting information sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   (a) the significance criteria or threshold, if any, used to evaluate each question, and

   (b) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	■	❑	❑	❑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	■	❑	❑	❑
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	■	❑	❑	❑
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	■	❑	❑	❑

Discussion:

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The project site is located along the southern edge of the City of Los Angeles, where the topography varies from relatively flat areas and areas with low hills near sea level to steeper topography to the north and west. The Project area is located in an industrialized area within the Port. The City of Los Angeles Community Plan for San Pedro identifies 10 scenic view sites in the San Pedro area (City of Los Angeles 1999). Table 9 below summarizes the scenic view sites.

Table 9: Inventory of Scenic Views in the San Pedro Area

Location	Distance From Project Site (miles)	Project Site Visible from Location
Gibson Park	0.0	Yes
Harbor Blvd Bluff	0.0	Yes
Lookout Point	2.4	Yes
Park at Foot of Pacific Ave.	2.5	No – obstructed by development.
Korean Friendship Bell Monument	2.5	No – obstructed by terrain and development.
Osgood-Farley Battery	2.5	No – obstructed by terrain.
Point Fermin Park	2.6	No – obstructed by terrain.
New Bogdanovich Park	3.0	Yes
White's Point Reservation	3.2	No – obstructed by terrain.
Paseo del Mar Turnout	3.4	No – obstructed by terrain.

Source: City of Los Angeles 1999.

The project site is visible from Harbor Boulevard Bluff, Lookout Point, and New Bogdanovick Park. The proposed project is not visible from the other listed scenic vista sites because of intervening topography and/or development. To the west of the Port lies the Palos Verdes Hill rising to a height of 1,200 feet above sea level, 6 miles from the project site.

The project site covers over 400 acres along a linear stretch of land west of the Port Main Channel, and consists of a variety of industrial and commercial land uses. The project area is generally zoned for light industrial uses (City of Los Angeles 2005). The buildings to be demolished are typical of the area and are not a prominent feature within any viewsheds surrounding the project area. Their removal would not obstruct any scenic views. However, proposed project features, including multi-story buildings, could potentially block views from surrounding areas.

Residential and commercial uses predominate the land use from the Port boundary up to Palos Verdes Hills. Topography obscures the project site from many locations. Other locations, especially those at higher elevations in the Palos Verdes Hills, can view the general area of the proposed project. The project area would be visible from these surrounding areas, including scenic vistas, and the visual characteristics of the viewsheds would change. The proposed project is intended to enhance views and aesthetic conditions of this portion of the Port. However, because this is a subjective issue, some viewers may find objection to some project features. These impacts are considered potentially significant and will be addressed in the EIS/EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. The closest officially designated state scenic highway is approximately 33 miles north of the project site (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County line). The closest eligible state scenic highway is located approximately 9 miles to the northeast of the project area (State Highway 1, from State Highway 91 near Long Beach to Interstate 5 south of San Juan Capistrano) (California Department of Transportation [Caltrans] 2003). The project site is not visible from either of these locations.

In addition to the California Department of Transportation's (Caltrans') officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions. Table 10 summarizes the local streets that have planning considerations for scenic views (City of Los Angeles 1999).

Table 10: Inventory of City of Los Angeles Scenic Highways in the San Pedro Area

Street Name	Scenic Features or Resources
Harbor Blvd. from Vincent Thomas Bridge to Crescent Ave. to Shepard St.	Views of historic San Pedro and the Port of Los Angeles
John S. Gibson Blvd. from Harry Bridges Blvd. to Pacific Ave.	Views of harbor activities and Vincent Thomas Bridge
Pacific Ave./Front St. from John S. Gibson Blvd. to Harbor Blvd.	Views of Vincent Thomas Bridge; views of San Pedro and the Port of Los Angeles
Paseo del Mar from Western Ave. to Gaffey St.	Hillside and bluff route with ocean views and park access
Shepard St.	Views of harbor and ocean (obstructed by intervening topography and development)
Western Avenue from 25th St. to Paseo del Mar	Hillside and ocean views (obstructed by intervening topography and development)
25th St. from the City of Rancho Palos Verdes boundary east to Western Ave.	Hillside and ocean views (obstructed by intervening topography and development)

Source: City of Los Angeles 1999.

These streets include several streets in San Pedro that are in the vicinity of the proposed project. The project site is not observable from some of these streets. The site can be observed from Harbor Boulevard, from the Vincent Thomas Bridge south to Pacific Avenue, and Harbor Boulevard from Crescent Avenue north to Vincent Thomas Bridge. The project is in the vicinity of three other city-recognized scenic roadways, including 25th Street from the City of Rancho Palos Verdes boundary east to Western Avenue, Western Avenue from 25th Street south to Paseo del Mar, and Paseo del Mar from Western Avenue east to Pacific Avenue. Therefore, the project has the potential to impacts views from designated scenic roadways, which could result in a significant impact. This issue will be addressed in the EIS/EIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Most of the land in the Port area is dedicated to industrial uses, where the primary visual character consists of warehouses, commercial buildings, cargo terminals with large cranes and stacked cargo containers, berthed ships, dry bulk storage, and storage tanks and structures. Although most development within the Port is not considered visually appealing, implementation of the proposed project, including demolition, grading, and construction, has the potential to degrade the existing visual quality of the project area. While the final project design is expected to result in an attractive beneficial impact on the aesthetic character of the project area, a short-term impact during construction may occur.

Additionally, the proposed project would increase building heights along the waterfront. The proposed commercial development parcels would be relatively low rise, ranging between 1 and 4 stories, including an optional 4-story commercial development on the North Harbor in the Piers District. Bluff development parcels would include up to three levels of commercial uses with parking, not exceeding 60 feet above adjacent grade, with options to limit building heights to the height of old Harbor Boulevard to minimize view impacts. Planned hotel developments would be up to 4 stories in height (no higher than

50 feet), with the exception of the optional boutique hotel in the Ports O' Call/S.P. Slip District, which would be 3 stories. New parking structures would also be added throughout the plan area, and would be developed at between 2 and 4 stories, generally 40 feet in height or less above grade (with the exception of the Via Cabrillo Way/Shoshonean Road parking structure, which would be six levels and a maximum of 50 feet above grade). An option will be studied to lower the proposed Via Cabrillo Way/Shoshonean Road parking structure to four levels by expanding the proposed footprint into the adjacent surface parking area used by the existing hotel. The new cruise ship facilities in the Piers and the Outer Harbor/Warehouse Districts would be 2 stories, ranging between 35 to 40 feet with potential view tower elements. This issue will be addressed in the EIS/EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The existing project area is consistent with a commercial and industrial area and, as such, contains a number of existing lighting sources associated with parking facilities, businesses, and security lights. The proposed project would intensify the uses within the project area by creating additional cultural, commercial, and parking areas and associated security lighting. These actions would increase the ambient nighttime light environment. The increased light could result in increased light and glare that could affect the quality of nighttime views. This issue will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	■
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	❑	❑	❑	■
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❑	❑	❑	■

Discussion:

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies categories of agricultural resources that are significant and therefore require special consideration. According to the Department of Conservation's Important Farmland Map, the project site is not in an area designated as Prime Farmland, Unique Farmland, or Farmland (California Department of Conservation 1999). No Farmland currently exists on the project site, and, therefore, none would be converted to accommodate the proposed project. No impacts would occur.

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The majority of the project area is zoned for industrial uses consistent with those needed to maintain a port. However, a portion of the portion of the proposed project site that runs along the waterfront between 26th Street and Cabrillo Beach is zoned A-1 for agricultural use (City of Los Angeles, Department of City Planning 2005). However, this area is not currently used for agricultural production, and the feasibility of using it for such a use is extremely low due to surrounding land uses and the relatively small area the A-1 zone occupies. Therefore, given the nature of the surrounding uses and the remote potential to use the site for agriculture, impacts would not occur.

With respect to the Williamson Act, which applies to parcels consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The project site is not within a Prime Farmland designation, and does not consist of more than 40 acres of farmland. Additionally, Los Angeles County does not offer Williamson Act contracts as a participating county in the program (California Department of Conservation 2005).

c. Would the project involve other changes in the existing environment that, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?

No Impact. The proposed project would not disrupt or damage the operation or productivity of any areas designated as Farmland. As discussed above, no farmland is within the project site or the surrounding areas that could be affected by changes in land use. No impacts would occur.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	■	❑	❑	❑
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	❑	❑	❑
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	■	❑	❑	❑
d.	Expose sensitive receptors to substantial pollutant concentrations?	■	❑	❑	❑
e.	Create objectionable odors affecting a substantial number of people?	■	❑	❑	❑

Discussion:

a. Would the project conflict with or obstruct implementation of the applicable air quality plans?

Potentially Significant Impact. A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimated included in the applicable air quality management plan (AQMP), and thereby obstructs implementation of the AQMP.

Because the proposed project includes the development of new uses beyond those currently existing within the project area, the project has the potential to conflict with the plan. Consequently, this impact is considered potentially significant and will be further evaluated in the EIS/EIR.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Project-related air emissions would have a significant effect if they resulted in concentrations of air contaminants that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. Temporary construction emissions would result from site clearing, grading, other site preparation activities, and from construction equipment emissions and construction workers commuting to and from the project. Pollutant emissions would vary from day to day depending on the level of activity, the specific construction operations, and the prevailing weather. Associated air emissions could adversely affect the regional ambient air quality in the South Coast Air Basin and locally within the Port.

The proposed project also would increase the number of visitors and users accessing the project area, and would thus intensify the number and extent of existing land uses in the project area. Surface vehicle trips, and increased numbers of cruise ship calls and recreational harbor traffic (e.g., boat tours, fishing trips, etc.) associated with post-development operation of the project area, as well as emissions from onsite uses, could adversely affect ambient air quality also. Air emissions from anticipated increased surface vehicle trips, boat traffic, and stationary sources within the project area may represent potentially significant impacts and will be analyzed in the EIS/EIR.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As indicated above, construction and/or operational activities would generate emissions that could result in either a violation of an ambient air quality standard or contribute to an existing air quality violation. When combined with other past, present, or reasonably foreseeable future projects in the area, the violations could result from a net increase of "criteria pollutants." Criteria pollutants include ozone, carbon monoxide, particulate matter (PM10), nitrogen dioxide, and lead. The generation of these compounds during and after construction could exceed the national and state standards/limits for such emissions. This impact is considered potentially significant and will be addressed in the EIS/EIR.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Certain persons, such as the very young, the elderly, and those suffering from some illnesses or disabilities, are particularly sensitive to air pollution emissions. Structures that house these persons or places where large numbers of these persons gather are considered "sensitive receptors." Examples of land uses that can be classified as sensitive receptors include schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. These types of uses are present within the vicinity of the project area and may be affected by air emissions during construction and operation. This impact is considered potentially significant and will be addressed in the EIS/EIR.

e. Would the project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Odors are typically associated with industrial or institutional land uses, as listed in the Southern California Air Quality Management District (SCAQMD) CEQA Handbook. The proposed project would result in the disturbance of a number of existing industrial areas, including liquid bulk terminals and excavation within areas adjacent to the harbor that may, when disturbed, release gases that could produce unpleasant odors. Additionally, objectionable odors could be produced during project construction from diesel-powered heavy equipment as well as paving and asphalting. This impact is considered potentially significant and will be addressed in the EIS/EIR.

Operation of the project, however, is not expected to generate objectionable odors because its main components consist of recreational, commercial, and transportation components. These types of uses are not generally associated with the creation of odors. Consequently, odors associated with long-term operation of the project would be considered less than significant. These issues will be addressed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	❑	❑	❑
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■	❑	❑	❑
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	■	❑	❑	❑
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	■	❑	❑	❑
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	■	❑
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	■

Discussion:

a. Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. The majority of the project area is located within previously disturbed areas, areas containing existing hardscape, or areas with ornamental nonnative vegetation such as palm trees, manicured grass areas, and shrubbery. However, a portion of project-related demolition and construction would be located over and within existing waters of the United States within the harbor, which would result in disturbance of the underwater environment. Additionally, there are two state- and federally listed endangered species, the California least tern (*Sterna antillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*), which regularly use the harbor area and could be affected by the proposed project. These impacts are considered potentially significant and will be analyzed in the EIS/EIR.

b. Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. There is no riparian habitat on, adjacent to, or near the project site that has been identified in local plans or by the resource agencies. However, a small area containing freshwater riparian vegetation exists in the area between 22nd Street and the Crescent bike path. Additionally, some sensitive species could be located within or near the project area, such as the Salinas de San Pedro salt marsh, that are not identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS). The proposed project includes beautification and improvements to the existing salt marsh, including removal of nonnative vegetation and construction of an elevated boardwalk to improve public access. These project features have the potential to result in temporary impacts to habitat and sensitive species. This issue will be analyzed in the EIS/EIR.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. The majority of the proposed project would be developed on land above the high-water mark and outside of jurisdictional wetland areas, and most of the improvements would be constructed outside of or adjacent to the waters edge. However, the project involves demolition and subsequent construction over and within waters of the United States within the harbor. Through direct removal and placement of fill, the proposed project would modify the existing shoreline and create up to 13.5 acres of new water areas. One of the areas where a new harbor is proposed is an existing mudflat designated as a "special aquatic site" under the Clean Water Act. The proposed project has the potential to interrupt the hydrological and biological function of these areas. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Potentially Significant Impact. Although most of the proposed project would occur within previously disturbed areas and areas containing existing structures or hardscape, the project would result in the modification to some areas with the potential to be used by fish and other wildlife species. Debris from demolition activities and increased turbidity from disturbance of the underwater environment would likely increase turbidity and result in decreased water quality. Increased turbidity and potential release of chemicals and other constituents associated with demolition and construction could harm native resident or migratory terrestrial and aquatic species. These impacts are considered potentially significant and will be evaluated in the EIS/EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The majority of the proposed project site is currently paved and developed with existing ornamental landscaping including palm trees, manicured grass areas, and small shrubs. If mature trees on the existing site require removal, they would be relocated or replaced within the project boundaries. Therefore, the project would not conflict with any local policies or ordinances protecting trees or other such biological resources, and impacts would be less than significant. These issues will be further addressed in the EIS/EIR.

f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or any other approved local, regional, or state habitat conservation plan?

No Impact. Neither the project site nor any adjacent areas are included as part of an adopted Natural Communities Conservation Plan (NCCP) or Habitat Conservation Plan (HCP). The NCCP program, which began in 1991 under the state's Natural Community Conservation Planning Act, is administered by the CDFG. It is a cooperative effort between the resource agencies and developers and takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. There is currently only one NCCP that has been approved or is being considered near the Port. The NCCP for Palos Verdes Peninsula Sub-Regional Plan is currently under consideration (CDFG 2005). This plan intends to protect coastal sage scrub and does not include Port lands.

HCPs are administered by the USFWS and are intended to identify how impacts would be mitigated when a project would impact endangered species (USFWS 2004). HCPs pertain to Incidental Take Permits for otherwise lawful activities that may harm listed species or their habitats. To obtain a permit, an applicant must submit an HCP outlining what he or she will do to "minimize and mitigate" the permitted take's impact on the listed species. There are no HCPs currently in place for the Port (USFWS 2004).

There is a Memorandum of Agreement (MOA) between the LAHD, CDFG, USFWS, and the Corps to protect the California Least Tern. The MOA requires a 15-acre nesting site to be protected during the annual nesting season from May to October (City of Los Angeles, CDFG, USFWS, and the Corps 2004).

The County of Los Angeles has also established 61 Significant Ecological Areas (SEAs) (County of Los Angeles, Department of Regional Planning 2001). Los Angeles County developed the concept of SEAs

in the 1970s in conjunction with adopting the original General Plan for the County. SEAs are defined and delineated in conjunction with the Land Use and Open Space Elements of the County General Plan. There is one proposed SEA within Port boundaries: the Pier 400 California Least Tern Nesting Site. The 15-acre nesting site is protected during the annual nesting season from May to October. This proposed SEA is located across the Main Channel from the project site, and the least terns do not use the project area for nesting or foraging. The proposed project would not adversely impact any areas identified in an adopted plan. Therefore, the project would not conflict with the provisions of an adopted conservation, habitat plan, or other plan. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	■	❑	❑	❑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	■	❑	❑	❑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	❑	❑	❑
d. Disturb any human remains, including those interred outside of formal cemeteries?	■	❑	❑	❑

Discussion:

a. Would the project cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. The proposed project would result in a substantial change to the existing structures and areas between the Vincent Thomas Bridge to the Angels Gate Federal Breakwater. Within this area, there are a number of culturally sensitive sites, including Fireboat Ralph J. Scott, the Merchant Marine Vessel S.S. Lane Victory and Merchant Marine Memorial, Fisherman's Memorial, Historic Warehouse No. 1, and the Cabrillo Beach Bathhouse. The project area has a rich history and could potentially contain other eligible historical resources that have not yet been listed or identified. Historical resources will be considered as part of the project, and sensitivity to significant resources would be adhered to, as feasible. If significant historical resources are affected by the proposed project, significant impacts could result. This issue will be addressed in the EIS/EIR.

b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Potentially Significant Impact. Upon implementation of the proposed project, construction activities may impact existing and/or previously unidentified historic and/or prehistoric archaeological sites associated with Native American resources and/or the early development of the Port and San Pedro area. A cultural resource technical report will be prepared as part of the EIS/EIR that would be based on a search of available records including archival research, consultation with interested parties, and site evaluation by a qualified archaeologist. The purpose of these measures is to identify the presence or potential presence of significant prehistoric and historic archaeological sites and isolated artifacts. If such

sites and/or artifacts are found and subsequently identified as culturally important, the project could result in significant impacts to those resources. A detailed analysis will be included in the EIS/EIR.

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The geologic formation within the project area consists of Pleistocene terrace deposits and Palos Verdes sand, as well as San Pedro sand, Timm's Point silt, and Lomita marl. Those formations are considered high potential for vertebrate and invertebrate fossils, except for the Lomita marl, which is high potential only for vertebrate fossils (City of Los Angeles 1998). However, the site is within an urbanized area and has been disturbed by historic-period activity. Historical maps indicate that the western portion of the project area was developed for residential and commercial uses beginning in the late 19th century (Sanborn 1888, 1891, 1902, 1908, 1921, 1950, and 1969). The eastern portion along the waterfront was developed in the late 19th century and redeveloped in the mid-20th century for use as wharves, warehouses, and cargo terminals. Areas along the Cabrillo Bluffs could potentially be disturbed by the realignment of Harbor Boulevard and other associated improvements. Thus, implementation of the proposed project could potentially disturb paleontological resources. This issue will be addressed in the EIS/EIR.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. Based on historical maps and archival research conducted for portions of the project area, proposed locations for development are not within any known historical or modern cemeteries, and consultation with Native Americans for some portions of the proposed project did not result in the disclosure of information regarding the potential for burials. However, previous research and surveys have not covered the entire project area, and a number of locations could contain Native American or other human remains. Impact to such resources would be considered potentially significant and will be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	■	❑	❑	❑
ii) Strong seismic ground shaking?	■	❑	❑	❑
iii) Seismic-related ground failure, including liquefaction?	■	❑	❑	❑
iv) Landslides?	■	❑	❑	❑
b. Result in substantial soil erosion or the loss of topsoil?	❑	❑	■	❑
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	■	❑	❑	❑
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	■	❑	❑	❑
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	❑	❑	❑	■

Discussion:

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or

based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. Several earthquake faults are located within the boundaries of the Port, though none is located within the project area itself. None of the faults in the vicinity of the Port is currently designated as a Special Study Zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles 1994a). However, the Palos Verdes Fault Zone, which runs adjacent to the project site, is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles 1994a). Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the project area and increase the risk of safety hazards. This issue will be addressed in the EIS/EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. Several principal active faults lie within 25 miles of the proposed project. These include the Palos Verdes, Newport-Inglewood, Elysian Park, Whittier-Elsinore, and Santa Monica-Raymond faults. The Palos Verdes fault is the closest and has not generated any major earthquakes in historical time (i.e., the past 200 years), but geological relationships suggest that it is active and has a relatively rapid rate of slip compared to other faults in the Los Angeles Basin region. The fault is capable of causing damage at the site from both ground rupture and shaking. The fault may be capable of generating a 7.25-magnitude (Richter) earthquake and surface displacements of about 2.7 meters (Port of Los Angeles 2003). The other faults are capable of producing strong-to-intense ground movements of a maximum moment magnitude 6.6–7.1 (Jones & Stokes 2002). Faults such as these are typical of southern California and it is reasonable to expect a strong ground motion seismic event. Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to use the project area and increase the risk of safety hazards. Therefore, seismic ground-shaking impacts could be potentially significant and will be addressed in the EIS/EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. The project site is within a Liquefaction Zone of Investigation, which is defined as an area where historic occurrences of liquefaction, or local geological, geotechnical, and groundwater conditions, indicate a potential for permanent ground displacement such that mitigation would be required (California Department of Conservation, Division of Mines and Geology 1999). Most of the project area has been covered by fill to create flat land for harbor facilities (buildings, docks, warehouses, storage yards, etc.) and soils may be subject to liquefaction when a large, prolonged seismic event affects the area. Liquefaction could lead to ground settlement and lateral spreading resulting in ground movement into the channel areas and slips. This issue is considered a potentially significant impact and will be addressed in the EIS/EIR.

iv) Landslides?

Potentially Significant Impact. The proposed project is within an area noted as a cluster of small shallow surficial landslides in the Safety Element of the City of Los Angeles 1996 General Plan (City of Los Angeles 1996). The project is located in an area characterized by generally flat topography; however, a bluff is located adjacent to the project site along Harbor Boulevard. Although the proposed structures and infrastructure would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to the project area and increase the risk of safety hazards. Therefore, landslide impacts could be potentially significant and will be assessed in greater detail in the EIS/EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Although the majority of the project site is currently surfaced/developed some soil erosion may occur during construction activities. Adherence to the requirements of the General Storm Water Permit for Construction Activities and to SCAQMD rules and regulations (such as Rule 403 for fugitive dust) will help to ensure that wind or water erosion impacts are reduced to less than significant. Additionally, during construction, the site will be managed in accordance with a Stormwater Pollution Prevention Plan (SWPPP) prepared in accordance with the General Construction Activity Storm Water Permit (GCAS.P.) adopted by the State Water Resources Control Board (SWRCB). The proposed project would result in the placement of some new impermeable surfaces as well as soft-scape and landscape materials. After construction activities, the proposed project would not result in any further wind or water erosion of soils; therefore, the impacts are considered less than significant.

c. Is the project located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. The project is located within an area where historic occurrence of liquefaction or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements (Jones & Stokes 2002). Liquefaction could lead to ground settlement and lateral spreading resulting in ground movement into the channel areas (Port of Los Angeles 2003). Several earthquake faults are also located within the boundaries of the Port, though none is located within the project area itself. None of the faults in the vicinity of the Port is currently designated as a Special Study Zone under the Alquist-Priolo Earthquake Zoning Act (City of Los Angeles 1994a). However, the Palos Verdes Fault Zone, which runs adjacent to the project site, is designated as a Fault Rupture Study Area within the City of Los Angeles General Plan Safety Element (City of Los Angeles 1994a). Although the proposed facilities would be built in compliance with the most up-to-date building codes, which would minimize potential impacts to the greatest degree feasible, the proposed improvements and structures would encourage the general public to the project area and increase the risk of safety hazards. Therefore, geologic impacts could be potentially significant and will be assessed in greater detail in the EIS/EIR.

d. Is the project located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils possess a shrink/swell behavior. Shrink/swell is the cyclic change in volume (expansion and contraction) that occurs in fine-grained clay sediments during the process of wetting and drying. Damage to overlying structures may result over an extended period of time, which is usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soil.

Expansive soil may be present in the project site. Impacts resulting from expansive soils would be controlled through incorporation of standard geotechnical engineering as called for in LAHD design guidelines. However, taking into account the various uses of the proposed structures such as hotels, retail, and commercial uses, the risk of structural damage is considered a potentially significant impact and will be assessed in greater detail in the EIS/EIR.

e. Would the project have soils that are incapable of supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Los Angeles Department of Public Works Bureau of Sanitation provides sewer service to all areas within its jurisdiction, including the proposed project site. The project will be connected to this system, and sewage will be sent to the Terminal Island Treatment Facility. There will be no use of septic tanks or alternative wastewater disposal systems and hence no impact from the project. This issue will not be addressed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	■	❑	❑	❑
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	❑	❑	❑
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	■	❑	❑	❑
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	■	❑	❑	❑
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	■	❑	❑	❑
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	❑	❑	■	❑
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	■	❑	❑	❑
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	❑	■

Discussion:

a. Would the project create a significant hazard to the public or the environment through

the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Potential short-term hazards include construction activities involving the transport of fuels, lubricating fluids, solvents, and other potentially hazardous material. However, construction would not involve the handling of significant amounts of these substances beyond those needed for proposed activities. Additionally, all storage, handling, and disposal of hazardous materials is regulated by the federal Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), Occupational Safety and Health Administration, the city fire department, and the county fire department. As such, all chemicals used during construction of the project would be used and stored in compliance with applicable requirements. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would minimize the potential for significant safety impacts to occur. Implementation of these laws and regulations would result in less than significant impacts.

Additionally, the project would include uses that generate, store, dispose of, or transport substantial quantities of hazardous substances. An existing fuel tank farm is located at Berth 74 in the S.P. Slip that is operated by Jankovich and Son, Inc. This facility handles four commodities that provide fuel to various vessels in the Port, including EPA Dyed Diesel, Ultra Low Sulfur Diesel, gasoline, and kerosene. As part of the proposed project, this leasehold may be renewed and expanded. The proposed modifications at this facility could potentially result in significant impacts. Further study and analysis would be conducted during the EIS/EIR.

b. Would the project create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Potentially Significant Impact. The proposed project area contains areas that have recognized environmental conditions. These sites include but are not limited to the former tank farm near 22nd Street, the Jankovich and Son, Inc., tank farm, and the Westways Liquid Bulk terminal adjacent to Signal Street. These sites would require additional evaluation and may require remediation to eliminate the potential for work in these areas to release hazardous materials into the environment. Additionally, new marina areas and other waterside land uses are proposed, which could potentially use, handle, and store hazardous materials that could be released into the environment if not handled properly. Therefore, impacts are considered significant and will be addressed in the EIS/EIR.

c. Would the project emit hazardous emissions or handle hazardous materials or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Potentially Significant Impact. Preparation of the project area and construction of the project has the potential to emit hazardous materials. There are several existing and proposed schools within 0.25 mile of the proposed project. These schools include the existing Point Fermin Elementary School at a distance of about 0.25 mile (3333 Kerckhoff Avenue), 15th Street Elementary School at a distance of about 0.2 mile (1527 South Mesa Street), and the LAHD-proposed Charter High School at a distance of about 0.2 mile (intersection of 5th Street and Centre Street). Therefore, impacts to schools are considered potentially significant and will be addressed in the EIS/EIR.

d. Is the project located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. Many industrial and commercial areas that currently operate within the Port store, use, or generate hazardous materials. Accordingly, a search of hazardous materials databases showed that the project area contains a number of listed sites that handle, use, or dispose or hazardous materials or sites that have experienced a hazardous materials incident (EDR 2005). Impacts associated with worker and public exposure to these sites are considered potentially significant. This issue will be evaluated in the EIS/EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Potentially Significant Impact. The proposed project site is not within an airport land use plan, nor is it located within 2 miles of a public airport. However, the existing heliport at Slip 93, which is used by Island Express Helicopters for trips in conjunction with the Catalina Terminal, would remain for the present time and would be located at the terminus of the Cruise Ship Promenade. The heliport is currently surrounded by a protective barrier, which would minimize the potential for hazards to persons using the facilities along the Cruise Ship Promenade. As part of the project, this heliport could potentially be relocated to another site within the Port. These impacts are potentially significant and will be further addressed in the EIS/EIR.

f. For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Less Than Significant Impact. The proposed project is not within the vicinity of a private airstrip. However, as discussed above, a private helicopter company operates out of a helipad within the project area. Similar to the above discussion, the conclusions above are also applicable here, and impacts would be less than significant.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The Los Angeles City Fire Department (LAFD) currently provides emergency medical and fire protection support, and the Port Police and the Los Angeles Police Department (LAPD) are responsible for coordinating law enforcement and traffic control operations in emergency situations. During construction activities, adequate vehicular access would be provided and maintained in accordance with LAFD requirements. The LAFD would review all construction and design plans before development of the project to ensure that access is provided for emergency equipment. The project would not affect potential emergency response routes. The project's proximity to the harbor may make it susceptible to impacts related to tsunamis and seiches. Impacts to emergency evacuation should a tsunami or seiche occur could be significant and coordination with the LAFD, LAPD, and Port Police would be required. In addition, the U.S. Coast Guard coordinates efforts related to homeland security at the Port. The project needs to be analyzed in relation to the Coast Guard's homeland security plans. This issue will be addressed in the EIS/EIR.

h. Would the project expose people or structures to the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is in an urban area surrounded on all sides by either residential, industrial, commercial, or Port waters. No wildlands that could be adversely affected by the project or that could affect the project area are adjacent to the site. No impacts would occur.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	■	❑	❑	❑
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	❑	❑	❑	■
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?	■	❑	❑	❑
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?	❑	❑	■	❑
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	■	❑	❑	❑
f.	Otherwise substantially degrade water quality?	■	❑	❑	❑
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?	■	❑	❑	❑
h.	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	■	❑	❑	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	■	❑	❑	❑
j.	Contribute to inundation by seiche, tsunami, or mudflow?	■	❑	❑	❑

Discussion:

a. Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. The proposed project would be required to comply with the National Pollution Discharge Elimination System (NPDES) and implement an associated SWPPP that would detail best management practices (BMPs) during construction activities. BMPs are incorporated into the project to eliminate discharges of polluted stormwater from construction sites from entering receiving waters, such as the harbor. Additionally, because the project would incorporate demolition and construction of project elements, such as removal of existing structures, pile driving, and excavating within and over Port waters, construction debris and sediments could enter the water column. Also, disturbance of the benthic environment from dredging and other activities could result in increased turbidity and result in violation of water quality standards. These impacts are considered potentially significant and will be evaluated in the EIS/EIR.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

No Impact. The project area is located in the southeastern portion of the West Coast Basin, which is approximately 25 miles long and 7.5 miles wide, encompassing an area approximately 160 square miles and including 20 incorporated cities. It is bounded on the north by the Santa Monica Mountains, on the east by the Newport-Inglewood Structural Zone, on the south by the Palos Verdes Hills, and on the west by the Pacific Ocean (LAHD 2003).

There are numerous water-bearing units beneath the project area, including the shallow, semi-perched Gaspur Aquifer of Holocene age; the Gage Aquifer of the Upper Pleistocene Lakewood Formation; and the confined Lynwood Aquifer and the deeper-confined Silverado Aquifer of the Lower Pleistocene San Pedro Formation. Of greater interest in the project area is the recent alluvium, which consists (in order of increasing depth) of an unnamed aquiclude and the Gaspur aquifer. Extensive seawater intrusion has been documented in the Gaspur aquifer, suggesting open communication with the Pacific Ocean.

Groundwater depth, gradient, and flow direction beneath the project area are subject to tidal variation. According to previous investigations performed within the project vicinity, depth of the groundwater beneath the site is estimated to range from approximately 6–10 feet below ground surface. Groundwater flow direction generally orients from the northeast to the south toward the San Pedro Bay (LAHD 2003).

The Los Angeles area obtains water from the following three sources: 60% from Owens Valley in the Sierras; 30% from groundwater wells in the Los Angeles Basin; and 10% from the Metropolitan Water District, which imports water from the Colorado and Feather Rivers. No drinking water wells are located within a 2-mile radius of the project site (LAHD 2003).

The proposed project would not result in the direct withdrawal of groundwater to provide water needed for demand created by the proposed project. Additionally, the groundwater in the harbor area is non-potable due to saltwater intrusion (LAHD 2003). The site is currently covered with permeable and impermeable surfaces and does not contribute to groundwater recharge. The proposed project would include approximately 81 acres of parks, meadows and beaches, as well as 39 acres of landscaped areas, resulting in an increase of permeable surfaces. Although water from rain events would infiltrate the ground surface in these areas, due to their proximity to the harbor and because of saltwater intrusion, the areas are not beneficial in terms of groundwater recharge. Therefore, development of the project site would not have an effect on the groundwater recharge capacity and no impact would occur. This issue will not be addressed in the EIS/EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on site or off site?

Potentially Significant Impact. The proposed project would alter the existing drainage pattern of the area. Current site runoff is captured and conveyed via a stormwater control system or through sheet flow into the harbor. Although the project would result in some new impermeable surfaces, with modifications and drainage facility extensions, the same but enhanced system would continue to capture stormwater runoff after the project is complete. However, potential construction-related erosion impacts could occur, particularly during demolition and grading activities. As many of the proposed improvements would occur adjacent to Port waters and within and over the water column, construction activities in these areas could result in erosion, which could carry silt and sediments to offsite areas. This is a potentially significant impact and will be evaluated in the EIS/EIR.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?

Less Than Significant Impact. The proposed project would not adversely alter the existing drainage pattern of the project area. No streams or rivers are located within the project area, and the project does not have the capacity to affect such resources. The proposed project would result in the enhancement of roadways, pedestrian pathways, parking, and visitor services throughout the project area as well as provide for increased wharfs, piers, floating docks, and transit opportunities. The project includes 171 acres of open space and would redevelop areas that are currently covered with impervious surfaces, and therefore would not result in a net increase of impermeable surfaces. Current site runoff either sheet flows into the harbor or is captured and conveyed via a stormwater control system. As part of the project,

drainage improvements would occur to the stormwater drainage system, which would reduce runoff from the project area. Additionally, flow volumes from the post-development scenario are expected to be comparable to existing conditions, which would minimize flooding on site or off site. Impacts would be less than significant.

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. The proposed project would result in fewer impermeable surfaces than currently exists on site, and negligible changes in the rate and amount of surface runoff would occur. Parking areas often hold auto pollutants such as fuels and oils until the first hard rain. These pollutants end up in the drainage system. While the proposed project would increase the amount of landscaping treatments and walkway, which are not generally considered detrimental to water quality, long-term effects on water quality associated with pollutants entering the stormwater drainage system from added development and parking areas are considered potentially significant. These impacts will be further analyzed in the EIS/EIR.

f. Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. As discussed above, construction activities could result in impacts to water quality. Implementation of required construction measures to reduce runoff and discharge of pollutants would minimize potential impacts. However, the proposed project includes new water harbors, wharfs, piers, and floating docks that would involve excavation, pile driving, and dredging activities that could release sediments and degrade water quality within the harbor. Additionally, where deep excavation is required, construction could result in dewatering in the local site vicinity, which could reverse the hydraulic gradient, causing saltwater intrusion or contamination to migrate to previously uncontaminated areas. Impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact. The proposed project does include the construction of housing along the base of the bluffs adjacent to Harbor Boulevard. This area of the proposed project site appears to be located within the 100-year designated flood zone (City of Los Angeles 1994). Therefore, impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

h. Would the project place within a 100-year floodplain structures that would impede or redirect flood flows?

Potentially Significant Impact. The project includes numerous structures that would be located within the 100-year designated flood zone and the 500-year designated flood zone (City of Los Angeles 1994a). Impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. The proposed project site is not within any potential dam inundation areas but is located within the 100-year designated flood zone and the 500-year designated flood zone (City of Los Angeles 1994a). Impacts are considered potentially significant and will be further analyzed in the EIS/EIR.

j. Would the project contribute to inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. The project would not contribute to inundation by mudflows. The topography of the project area, which is essentially flat, lacks sufficient relief to support a mudflow.

Tsunamis are gravity waves of long wavelengths generated by seismic activities that cause vertical motions of the earth's crust. A vertical displacement of this nature leads to a corresponding displacement of the overlying water mass that can set off transoceanic waves of great lengths (up to hundreds of miles) containing large amounts of energy. Although such waves are usually hard to detect in relatively deep ocean waters, they amplify significantly as their lengths become shorter when propagating onto the continental shelf and toward the coast and can result in coastal inundation, damage of onshore structures/properties, loss of life and livestock, disruption of natural and built environments, and harbor surges.

The project site is within an area "potentially impacted by a tsunami" (City of Los Angeles 1994a). Because the proposed project would result in the construction of habitable structures and would likely result in attracting more visitors to an area that, although unlikely, would be susceptible to tsunamis, impacts are considered potentially significant and will be further investigated within the EIS/EIR.

Seiches (or seismically-induced waves in enclosed bodies of water) also may affect the project site. The effects of seiches would be localized within the Port water and could result from an earthquake in the vicinity of the confined Port waters. Effects from a seiche would be expected to be less detrimental than those of a tsunami; however, impacts are considered potentially significant and will be discussed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	❑	❑	■	❑
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■	❑	❑	❑
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■

Discussion:

a. Would the project physically divide an established community?

Less than Significant Impact. The proposed project is located on Port land within existing public right-of-ways and parking lots and includes vacant previously disturbed areas. Established communities within San Pedro are located along various portions of the site including to the west of Harbor Boulevard and north of 22nd Street. The project would not be situated between any existing communities, but would be located along the edge of surrounding residential neighborhoods. All land uses east of Harbor Boulevard and south of 22nd Street, upon which the project would be built, consist of commercial, recreational, and light industrial uses. The proposed project would not physically divide the existing community because it is located along the edge of existing neighborhoods, and it would not displace existing community uses.

The proposed project is intended to enhance existing public access to the waterfront by increasing the availability of transportation and pedestrian areas and to increase the recreational value on both an active and passive level. These aspects of the project would encourage people to use the Port area. Hence, the proposed project is expected to draw visitors from surrounding areas, as well as people from the local area. This issue will be further discussed in the EIS/EIR.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. Land use and planning documents with jurisdiction over the project area include the state Tidelands Trust, City of Los Angeles General Plan, City of Los Angeles Zoning Ordinance, Port of Los Angeles Community Plan, San Pedro Community Plan, and the Port Master Plan

(PMP). The current zoning and general plan and PMP designations applicable to the project area consist of industrial, commercial, and recreational uses. Implementation of the proposed project would lead to changes in the existing land use designations, as well as require cuts and fills of Harbor lands and waters. This will require an Amendment to the PMP. Project consistency with established plans and requirements will be evaluated in the EIS/EIR.

c. Would the project conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. The Project area is located in a highly industrialized area within the Port and is fully developed. As discussed previously in Section IV(f), Biological Resources, the proposed project is not within any habitat conservation plan or natural communities conservation plan. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	■

Discussion:

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project area is not in an aggregate resource zone or oil field drilling area. The majority of the site is in a mineral resource zone area classified as MRZ-1, which is defined as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (California Department of Conservation, Division of Mines and Geology 1994). The remaining portion of the project site is classified as MRZ-3, which is defined as areas containing mineral deposits, the significance of which cannot be evaluated from available data (California Department of Conservation, Division of Mines and Geology 1994). The project site is not near an active oil field. The nearest oil field and drilling areas include the Torrance Oil Field, located north of Pacific Coast Highway, and the Wilmington Oil Field, located in the northern portion of the Port (City of Los Angeles 1994d). Therefore, no impacts to mineral resources would occur. This issue will not be addressed in the EIS/EIR.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As discussed above, the project is not in a mineral resource area. No impacts to mineral resources would occur. This issue will not be addressed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**NOISE.** Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	■	❑	❑	❑
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	■	❑	❑	❑
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	❑	❑	❑
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	❑	❑	❑
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	■	❑	❑	❑
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	■

Discussion:

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Potentially Significant Impact. During construction, noise would be produced by construction equipment. During the operational phase of the proposed project, the predominant source of noise in the project area is generated from traffic and on-street activity along Harbor Boulevard, 22nd Street, other roadways, and noise from adjacent port land uses. Other existing noise sources are from existing industrial and shipping operations within the Port. The proposed project would intensify uses within the project area and would generate automobile trips in addition to what currently exists. The increased traffic activity in the area could generate noise that may exceed standards and the noise ordinance. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

b. Expose persons to or generate excessive groundborne vibration or groundborne noise

Potentially Significant Impact. Construction activities associated with demolition, grading, and excavation may result in a ground vibration that could be felt by surrounding land uses and uses within the project area as development is phased in. Although ground vibration caused by construction activity is typically below the threshold of perception when the activity is more than about 50 feet from receivers, the project would employ the use of high impact construction equipment (e.g., pile drivers), which could create groundborne vibration and noise. Impacts associated with vibration will be evaluated in the EIS/EIR.

c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As noted above, the project would result in an intensification of existing land uses, which would generate new traffic trips to and from the proposed project. A noise analysis will be conducted to evaluate the exposure of existing noise sensitive land uses and will be discussed in the EIS/EIR.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Construction activity would result in the construction of new commercial, recreational, and parking facilities within the project area. The construction of these facilities would require earthmoving, pile driving, and grading activities, which require the use of heavy equipment. Construction activities would result in a temporary increase in ambient noise in the project area. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact. The proposed project is not within a 2-mile radius of an airport. However, an existing heliport, operated by Island Express Helicopters, is located within the Piers District of the project. As part of the project, this facility would be relocated within the project area, and could potentially impact other existing or planned development. High noise levels would occur during intermittent times when helicopters are taking off and landing from the heliport. Therefore, impacts associated with use of the heliport are considered potentially significant. This issue will be further addressed in the EIS/EIR.

f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not near a private airstrip. As discussed above, the project area contains an existing heliport, which is operated for public use. Potential impacts associated with the heliport will be discussed in the section above. No impacts related to a private airstrip would occur. This issue will not be addressed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	■	❑	❑	❑
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■

Discussion:

a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and business) or indirectly (e.g., through extension of roads or other infrastructure)?

Potentially Significant Impact. The project could spur additional economic growth in the area, which could thereby induce new growth within the local community and regional area. This issue will be evaluated further in the EIS/EIR.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. No existing residential units are located within the project area. Therefore, implementation of the proposed project would not result in the displacement of any homes. No impacts would occur. This issue will not be addressed in the EIS/EIR.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. No existing residential units are located within the project area. Therefore, implementation of the proposed project would not result in the displacement of any residents. No impacts would occur. This issue will not be addressed in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES. Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	■	❑	❑	❑
ii) Police protection?	■	❑	❑	❑
iii) Schools?	❑	❑	❑	■
iv) Parks?	■	❑	❑	❑
v. Other public facilities?	■	❑	❑	❑

Discussion:

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i) Fire Protection

Potentially Significant Impact. The LAFD currently provides fire protection and emergency services to the proposed project area. LAFD facilities include several land-based fire stations and fireboat companies near the project site. The LAFD has a required minimum response time of 9 minutes. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of emergency or fire-related calls at the time of any simultaneous emergencies. Although there are several fire stations in the vicinity of the project, the proposed project would create a substantial amount of new development, and could increase the number of calls to the point where response times increase to above the 9-minute response standard. This impact is considered potentially significant and will be further addressed in the EIS/EIR.

ii) Police Protection

Potentially Significant Impact. Port Police and the LAPD Harbor Division currently provide police protection and emergency services to the project area. The Port Police are headquartered in the Port Administration Building at 425 South Palos Verdes Avenue in San Pedro and are the primary jurisdictional responsibility for first response within the Port. This facility maintains a 24-hour land and water patrol with a fleet of 24 vehicles, three police boats, and a single skiff used to transport police divers. The Port Police staff includes approximately 89 sworn officers who enforce municipal, state, and federal laws, as well as Port tariff regulations. The proposed project would result in an increased demand on police services to patrol the project area because of increased visitor volumes and the inclusion of a substantial amount of new development. The Port Police are currently hiring 25 additional people for the 2005–2006 fiscal year, for a total staff of 137. For 2006–2007 fiscal year, a total staff of approximately 150 people is expected. Upon full buildout of the proposed project, the increased volume of calls could exceed the capacity of law enforcement to provide prompt service, resulting in a decline to public safety. This impact is considered potentially significant and will be further addressed in the EIS/EIR.

iii) Schools

No impact. The demand for new schools is generally associated with increases in the school-aged population or decreases in the accessibility and availability of existing schools. The proposed project consists of commercial and public uses, and would not include residential uses that could increase school-age population in the area. Therefore, the proposed project would not result in significant impacts to schools. This issue will not be addressed in the EIS/EIR.

iv) Parks

Potentially Significant Impact. The proposed project includes creation of additional public plazas, parks, and public open space areas. These additional facilities could potentially result in increased demand on city services for maintenance and ongoing operation. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

v) Other Public Facilities

Potentially Significant Impact. The U.S. Coast Guard (USCG) is a federal agency responsible for a broad scope of regulatory, law-enforcement, humanitarian, and emergency-response duties. The USCG mission includes maritime safety, maritime law enforcement, protection of natural resources, maritime mobility, national defense, and homeland security. The USCG maintains a post within the Port that is on Terminal Island. Within the Port area, the USCG's primary responsibility is to ensure the safety of vessel traffic in the channels of the Port and in coastal waters. The 11th USCG District would provide USCG support to the Port area and the proposed project. The USCG, in cooperation with the Marine Exchange, also operates Vessel Traffic Information Systems. This voluntary service is intended to enhance vessel safety in the main approaches to the Port (Jones & Stokes 2002). The proposed project would involve vessel traffic, and, therefore, could result in impacts to USCG facilities or operations. Impacts would be potentially significant and will be evaluated in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**RECREATION.** Would the project:				
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	■
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	■	❑	❑	❑

Discussion:

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The demand for parks is generally associated with the increase of housing or population into an area. The proposed project consists of commercial and public uses and would not include residential uses that could increase the use of existing parks or recreational facilities. The proposed project would include new parks and recreational amenities, which would relieve the burden on existing community recreational facilities. Therefore, the proposed project would not result in significant impacts to recreation relative to increasing physical deterioration of existing parking and recreational facilities. This issue will not be evaluated in the EIS/EIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Potentially Significant Impact. Some of the proposed recreational facilities would be located on sites known to have once experienced a hazardous materials spill or to have handled substantial quantities of hazardous materials. Disturbance of these sites to facilitate the construction of recreational areas could result in the release of potentially harmful chemicals or compounds. This impact is considered potentially significant and will be evaluated in the EIS/EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	■	❑	❑	❑
b. Cause, either individually or cumulatively, exceedance of a level of service standard established by the county congestion management agency for designated roads or highways?	■	❑	❑	❑
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	■	❑	❑	❑
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	❑	❑	❑
e. Result in inadequate emergency access?	❑	❑	■	❑
f. Result in inadequate parking capacity?	■	❑	❑	❑
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❑	❑	■	❑

Discussion:

a. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. The proposed project would increase the intensity of existing land uses within the project area, thereby generating new traffic to the area. Increased traffic would occur from trips associated with construction improvements, visitors accessing the area, and from future employees traveling to and from work at the businesses within the project area. The increased traffic volumes could

exceed the capacity of the street system and result in congestion at intersections and along roadways. This impact is considered potentially significant and will be further addressed in the EIS/EIR.

b. Would the project cause, either individually or cumulatively, exceedance of a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. As discussed above, automobile and truck trips generated during the construction and operational phases of the proposed project would increase traffic on area roadways and project access points. Such traffic increases may cause an exceedance of level of service standards for CMP[6] intersections, such as along Harbor Boulevard, Gaffey Street, 9th Street, and the 110 and 47 highways. Therefore, traffic increases that would occur because of the proposed project would be potentially significant and will be discussed in the EIS/EIR.

c. Would the project result in a change in air of water traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?

Potentially Significant Impact. The proposed project would not affect existing or future air traffic patterns. The nearest airport to the project site is the Long Beach Municipal Airport, which is located approximately 5 miles to the northeast. Also, while the project is near a heliport, the project does not include any elements high enough to restrict aircraft overflights or landings. The proposed project could increase port traffic by causing an increase in cruise ship docking and recreation tour and fishing boat trips. Such increased water traffic may cause significant impacts. This issue will be addressed in the EIS/EIR.

d. Would the project substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The proposed project does not include development of new collector streets within the project area but would result in widening and realignment of some roadways and also would result in new ingress and egress driveways used to access and leave areas within the proposed project site. In addition, the proposed project would likely increase traffic volumes on existing roadways. Depending on the alignment of proposed driveways and roadways and the increased pedestrian traffic that would occur, vehicle/vehicle and pedestrian/vehicle conflicts would increase. These types of traffic hazards will be evaluated in the traffic study that will be prepared for the proposed project. This issue will be discussed in the EIS/EIR.

e. Would the project result in inadequate emergency access?

Less Than Significant Impact. Emergency access to the site would be provided via proposed driveways constructed as part of the proposed project and on roads within the project area. As part of the proposed project, fire and law enforcement services would have access to all areas of the project. Also as part of the project approval process, the LAFD would review and approve all project plans to ensure that they comply with all applicable access requirements. This compliance would ensure that emergency access to, from, and within the site is adequate. These components of the project and project approval process

[6] CMP = Los Angeles County Congestion Management Program

would result in less than significant impacts.

f. Would the project result in inadequate parking capacity?

Potentially Significant Impact. Project improvements would create new attractions within the project area, and would increase the number of visitors and employees within the area. The increased visitor and employment would require that additional parking be provided. As part of the project, new surface parking and parking structures would be constructed. Additionally, the extended Red Car Line and new water taxi would provide alternatives to automotive travel. However, it is currently unknown whether the planned parking areas and alternative transportation measures would be adequate to serve the public. This impact is considered potentially significant. As part of the traffic study, a parking analysis will be conducted, the results of which will be included in the EIS/EIR.

g. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. The proposed project would not result in the elimination of existing bus or bicycle access to the project site. Additionally, the project includes providing a promenade for multiple modes of transportation (e.g., biking, walking, rollerblading), and would provide direct connections to the planned extensions of the Red Car and the bus transit system. Also, the project would implement a water taxi system, which would further enhance the planned multi-modal transportation network. Therefore, the proposed project would not conflict with adopted policies supporting alternative transportation and impacts would be less than significant. This issue will be further discussed in the EIS/EIR.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	■	❑	❑	❑
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	❑	❑	❑
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	■	❑
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	■	❑	❑	❑
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	❑	❑	❑
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	❑	❑	❑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	❑	■

Discussion:

a. Would the project exceed wastewater treatment requirements of the applicable regional water quality control board?

Potentially Significant Impact. The proposed project would be required to conform to all applicable wastewater standards set forth by the Los Angeles Regional Water Quality Control Board. The proposed project would result in the generation of additional wastewater from the proposed hotels and commercial facilities. The project would tie into existing sewer lines that may or may not require capacity expansion. Wastewater would likely flow to the Terminal Island Treatment Plant, which is operated by the city's Department of Public Works Bureau of Sanitation. Project consistency with wastewater treatment requirements will be discussed in the EIS/EIR.

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The City of Los Angeles Department of Public Works, Bureau of Sanitation, provides sewer service to areas surrounding the project site. Water would be provided by the LADWP. The proposed parking areas, Red Car system expansion, pedestrian walkways, and public open spaces would generate and/or require water and wastewater treatment. If available, reclaimed water would be used to water proposed landscaping. The hotels and commercial uses, however, would increase demand for potable water and wastewater services. Expansion of infrastructure could be required to meet that demand, which indicates the possibility of significant impacts to water and wastewater infrastructure resulting from project implantation. These issues will be evaluated further in the EIS/EIR.

c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would require new and expanded stormwater drainage facilities for the proposed parking lots and commercial facilities. The installation and expansion of these facilities would occur within the project area as part of the project and would not cause significant environmental effects. Impacts would be less than significant. This issue will be further discussed in the EIS/EIR.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. LADWP currently supplies, treats, and distributes water for domestic, industrial, agricultural, and firefighting purposes within the City of Los Angeles. Water is supplied to the city from a variety of sources that includes the Los Angeles aqueducts, local groundwater sources utilized by the LADWP, and from water supplied by the Metropolitan Water District. The inclusion of hotels and commercial components in the proposed project makes impacts to water supplies potentially significant. Impacts associated with the additional water demand and the sources that would provide potable water to the project will be addressed in the EIS/EIR.

e. Has the wastewater treatment provider that serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. As discussed above, the proposed project would result in the generation of additional wastewater. Potentially significant impacts associated with the capacity of the Terminal Island Treatment Plant. The plant's ability to meet this demand will be addressed in the EIS/EIR.

f. Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. The City of Los Angeles Bureau of Sanitation and private waste

management services provide solid waste collection and disposal services within the project area. The inclusion of hotels and commercial components in the proposed project could produce substantial amounts of solid waste, which could constitute a significant impact. The capacity of the City of Los Angeles Bureau of Sanitation landfills and their ability to meet this demand will be addressed in the EIS/EIR.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The project would be compliant with all applicable codes pertaining to solid waste disposal. No impacts would occur.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	■	❑	❑	❑
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	■	❑	❑	❑
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	■	❑	❑	❑

Discussion:

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. The proposed project could potentially result in significant impacts on the quality of the natural and cultural environment. As discussed previously, the project would change the existing biological characteristics of underwater areas. Work in these areas could result in a decreased amount of habitat, which has the potential to support a variety of aquatic species as well as providing food and habitat for avian, fish, and marine mammals species. Additionally, the project has the potential to contain historic archaeological resources that could be disturbed upon project implementation. Potential impacts to these resources will be further evaluated in the EIS/EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. The proposed project could result in cumulatively considerable impacts. Several other development projects are currently under construction, are planned, or have recently been completed within the Port, including container terminal developments, pleasure-craft marinas, industrial developments, and other waterfront plans. The LAHD is currently involved in planning and feasibility studies for other areas of waterfront development. The potential for the proposed project in conjunction with other projects in the vicinity and their cumulative contributions to environmental impacts will be evaluated in the EIS/EIR.

c. Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project could result in environmental effects that would cause substantial adverse affects on human beings, either directly or indirectly. Impacts from the project will be evaluated in the EIS/EIR.

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